

# APPENDIX

TO THE

## FINAL REPORT.

### VOLUME VII.

#### MINUTES OF EVIDENCE

(Taken in Dublin and in London, 10th November, 1908, to 29th January, 1909,  
inclusive).

AND

#### DOCUMENTS RELATING THERETO.

Presented to both Houses of Parliament by Command of His Majesty.



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VICE-REGAL COMMISSION ON IRISH RAILWAYS, INCLUDING  
LIGHT RAILWAYS.

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## VICE-REGAL COMMISSION ON IRISH RAILWAYS.

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### LIST OF MEMBERS OF THE COMMISSION

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#### *Secretary—*

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### TERMS OF REFERENCE

"To enquire into the present working of Railways in Ireland, including Light Railways, and to report how far they afford, separately or in conjunction with other means of transit, adequate facilities for the cheap and rapid transport of goods and passengers within the Island and to Great Britain; what causes have retarded the expansion of traffic upon the Irish lines and their full utilisation for the development of the agricultural and industrial resources of the country; and, generally, by what methods the economical, efficient, and harmonious working of the Irish Railways can be best secured."

## VICE-REGAL COMMISSION ON IRISH RAILWAYS.

DRAFT HEADS OF EVIDENCE FOR TRADERS, INDUSTRIAL ASSOCIATIONS, COMMERCIAL AND PUBLIC BODIES, &c., ISSUED BY THE COMMISSION IN OCTOBER, 1906.

### I.—BROAD GAUGE RAILWAYS.

1. The trade or industry represented.
2. The districts affected and the railways, and the other means of transit concerned.

#### 3. Nature of complaints as to existing facilities.—

(a.) Local goods, mineral, and live stock rates, and their effect, generally, on trade and the development of industries;

(b.) Through rates for goods and live stock, and their effect, generally, on trade and agriculture in Ireland.

(c.) Passenger fares, ordinary, special, and excursion; whether reasonable or excessive.

(d.) Whether reductions in the existing rates and fares would be likely to produce eventually a remunerative growth of traffic.

(e.) Train service—(1.) Passenger; locally on the lines serving the district, and through trains connecting with the systems of other companies; whether the service is efficient in respect of speed; whether the accommodation is satisfactory; the number of trains sufficient for the traffic, and if the through connections are convenient and suitable. (2.) Goods and cattle; whether the service is sufficient and suitable and worked with reasonable expedition.

(f.) Combined services, e.g., train and car, train and steamer; whether such services have been worked in the district and with what results, or if not, whether services of this nature, if introduced, would be beneficial.

(g.) Canals and waterways: whether any existing waterway in the district is worked in conjunction with a railway system so as to give the full benefit of the double means of communication to the public, or whether, in effect, it is worked to the disadvantage of traders from a competitive point of view; if the latter, what quantity of agricultural and other produce and general goods (approximately) at present conveyed by rail could be advantageously carried by water.

(h.) Whether there is any evidence of undue preference in respect of rates or facilities.

4. The management of Irish railways: whether this is regarded as satisfactory or otherwise; if unsatisfactory, in what respects has it adversely affected the development of the resources of the country, agricultural and industrial, and to what extent has it retarded the expansion of traffic upon the Irish lines.

5. What suggestions are offered that would be conducive to better management and more effective service, with a view to the proper development of the resources of the country.—

(a.) By way of reduced rates and fares, and the payment of a subsidy to the Companies for a period.

(b.) By increasing the number of trains in such districts as at present suffer from an insufficient service, and the recoupment to the Companies concerned of the whole, or a portion, of the extra cost.

(c.) By the establishment of goods and passenger motor services in districts at present without railway communication, to be worked in conjunction with the Irish Railways, subject to satisfactory arrangements as to the extra cost of maintenance of roads.

(d.) By the voluntary or compulsory amalgamation of the Irish railways, and the formation of two or three important systems.

(e.) By the nationalisation of all the Irish railways, by way of State purchase or otherwise.

6. Whether the right of appeal to the Board of Trade on certain questions, and the appeal to the Railway and Canal Commissioners as to excessive rates, and, generally, as to unsuitable or improper traffic conditions or arrangements at present open to traders is regarded as satisfactory.

7. Whether the powers given to the Department of Agriculture and Technical Instruction by Sections 17 and 30 of the Act of 1890 (53 and 54 Vic., cap. 50) have been to any extent beneficial to traders and others having complaints against the Irish Railway Companies—particularly as regards Section 17, which enables the Department to take steps for complaining on behalf of any person aggrieved by undue preference, unfair rates, or any matter which the Railway and Canal Commissioners have jurisdiction to determine.

8. Whether there is any other question that might be usefully considered in determining the causes that have retarded the expansion of traffic upon the Irish lines, and their full utilisation for the development of the agricultural and industrial resources of the country.

## II.—LIGHT RAILWAYS.

1. The trade or industry represented.
2. The districts affected and the railways, and the other means of transit concerned.
3. Nature of complaints as to existing transit facilities:—

(a.) Local goods, mineral, and live stock rates, and their effect, generally, on trade and the development of industries;

(b.) Through rates for goods and live stock, and their effect, generally, on trade and agriculture in Ireland.

(c.) Passenger fares, ordinary, special, and excursion, whether reasonable or excessive.

(d.) Whether reductions in the existing rates and fares would be likely to produce eventually a remunerative growth of traffic.

(e.) Train service—(1.) Passenger: locally on the lines serving the district, and through trains connecting with the systems of other companies; whether the service is efficient in respect of speed; whether the accommodation is satisfactory; the number of trains sufficient for the traffic, and if the through connections are convenient and suitable. (2.) Goods and cattle: whether the service is sufficient and suitable and worked with reasonable expedition.

(f.) Combined services, e.g., train and car, train and steamer: whether such services have been worked in the district and with what results, or if not, whether services of this nature, if introduced, would be beneficial.

(g.) Canals and waterways: whether any existing waterway in the district is worked in conjunction with a railway system so as to give the full benefit of the double means of communication to the public, or whether, in effect, it is worked to the disadvantage of traders from a competitive point of view; if the latter, what quantity of agricultural and other produce and general goods (approximately) at present conveyed by rail could be advantageously carried by water.

(h.) Whether there is any evidence of undue preference in respect of rates or facilities.

4. The management of Irish Light Railways; whether this is regarded as satisfactory or otherwise; if unsatisfactory, in what respect has it adversely

affected the development of the resources, agricultural and industrial, of the districts served by those lines, and to what extent has it retarded the expansion of traffic.

5. What suggestions are offered that would be conducive to better management and more effective service, with a view to the proper development of the resources of those districts, and having regard to the object for which the lines were constructed:—

(a.) By way of reduced rates and fares, and in the case of non-guaranteed lines of the payment of a subsidy to the Companies for a period.

(b.) By increasing the number of trains in such districts as at present suffer from an inefficient service, and the recompense to the Companies concerned of the whole, or a portion, of the extra cost.

(c.) By the establishment of goods and passenger motor services in districts adjacent to, but not directly served by these lines to be worked in conjunction with the light railways, subject to satisfactory arrangements as to the extra cost of maintenance of roads.

(d.) By amalgamation with other light railways where possible.

6. Whether the right of appeal to the Board of Trade on certain questions, and the appeal to the Railway and Canal Commissioners as to excessive rates, and, generally, as to unsuitable or improper traffic conditions or arrangements at present open to traders is regarded as satisfactory.

7. Whether the powers given to the Department of Agriculture and Technical Instruction by Sections 17 and 30 of the Act of 1869 (32 and 33 Vic., cap. 80) have been to any extent beneficial to traders and others having complaints against the Irish Railway Companies—particularly as regards Section 17, which enables the Department to take steps for complaining on behalf of any person aggrieved by undue preference, unfair rates, or any matter which the Railway and Canal Commissioners have jurisdiction to determine.

8. Whether there is any other question that might be usefully considered in determining the causes that have retarded the expansion of traffic upon the Irish lines, and their full utilization for the development of the agricultural and industrial resources of the country.

## VICE-REGAL COMMISSION ON IRISH RAILWAYS.

## MINUTES OF EVIDENCE.—VOLUME VII.

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# Vice-Regal Commission on Irish Railways, including Light Railways.

## MINUTES OF EVIDENCE.

EIGHTY-FOURTH PUBLIC SITTING.—TUESDAY, NOVEMBER 10TH, 1908.

In the Board Room of the Lancashire and Yorkshire Railway Offices, Westminster, London.

Commissioners present:—Sir CHARLES SCOTTER, BART. (Chairman); Right Hon. LORD FIBBER, P.C., K.P.; Sir HERBERT JENKILL, K.C.M.G.; Colonel W. HUTCHESON POK, C.B.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH, and Mr. JOHN AUDLEY FREDERICK ASPINALL.

Mr. GEORGE E. SHANAHAN (Secretary).

Mr. PHILIP MCNEILLY, Transit Inspector, Department of Agriculture, examined by the CHAIRMAN.

Nov. 10, 1908.

50427. Chairman.—You have had an opportunity since last we met you of reading the evidence given before us by various witnesses, Mr. Tallow, Colonel Pless, and Mr. Pratt?—Yes.

50428. And I think you wish to make some observations upon the evidence given?—Yes. I am prepared to do so.

50429. Just one or two general questions. You have made a very exhaustive inquiry with reference to rates and charges on the Continent. Have you formed an opinion with regard to the scale of rates in Belgium that, on the whole, they are lower than not only those in operation in Ireland, but than any other rates that you have compared with—that is generally speaking?—As regards forming an opinion, I prefer simply to take the figures shown in my tables and say that from the analysis of the figures of the rates that I have made there is apparently a much lower scale of rates and charges in Belgium than there is in Ireland. I don't wish to express a personal opinion upon it. I merely say that the figures I have taken out show that.

50430. Of course you are aware that circumstances vary in every country with regard to the position of transit?—Undoubtedly.

50431. But making every fair allowance for the conditions in Belgium as compared with the conditions in Ireland your tables show that the rates there are, generally speaking, less than they are in Ireland?—In my comparison I have not gone into the economics of railway work. I have merely taken the rates.

50432. I am speaking of rates only?—Certainly. I have not gone into the question of the relative cost of labour, material taxation or any of those points.

50433. Those questions are excepted. I am speaking of rates?—Yes.

50434. And the conditions attaching to the carriage of goods?—Yes.

50435. Did you, in the course of your inquiry, make any inquiry with reference to passenger rates?—Yes.

50436. Did you find in Belgium again that the passenger rates were exceedingly low?—Yes.

50437. Lower than any rates you have found in any other country?—Well, without reference to my statement of evidence already put in I could not answer definitely.

50438. Chairman.—With regard to your memorandum, which I have got before me, dealing with the evidence that has been given by Mr. Tallow and other witnesses, I will ask Mr. Sexton to take you through your proof.

Examined by Mr. SEXTON.

50439. You have considered the evidence given before the Commission by Mr. Tallow and Lieutenant-Colonel Pless so far as it criticises your evidence?—Only.

50440. What do you say are the principal points raised by Mr. Tallow's evidence?—In his general evidence he has raised three points which seem to call for observation by the Department. They are with reference to the Department's tables marked Series A, B, and C. The first objection is, that he contends that in preparing the tables of Series A the cost of transit of Continental produce should have been taken from points of actual production, and that in many instances the stations which had been selected for the comparison of rates—Ireland to Great Britain—are places between which there is not any traffic in the commodities described in the tables.

50441. That is the first point?—Yes.

50442. What is the second?—That as regards the rates in the tables shown in Series B they are not comparable owing to the dissimilarity of circumstances and conditions; that a large proportion of the traffic does not arise at the British centres named, but is subject to changes for transit, etc., up to the points named, and that a great part of this traffic is from the Continent, while the rates shown for Irish products represent the charges between the points of origin and destination, and that the description printed over the tables of Irish rates would more correctly represent facts if shown as Irish centres of production instead of centres of distribution.

50443. What is the third point?—And that with reference to Table C, foreign dead weight had incurred considerable transit charges as free coast before it reached England, and that this cost should be added to the cost of transit shown in the table.

50444. Have you any general observations to make before you proceed to the first point?—Yes. As regards the tables generally, they have been prepared under the precise headings and for the commodities designated in the letter addressed by the Secretary of the Vice-regal Commission to the Department asking for the information. In connection with the argument put forward by Mr. Tallow as to the relevancy for purpose of comparison of the gross cost of transport from competing producing districts to consuming districts (without regard practically to a relative geographical position) this is a matter into which the Department is not in a position to enter, as it can only be properly considered in its relation to the economics of production in the respective competing countries upon which there is no information available in the Department.

50445. This is not an inquiry into the economics of production in the various countries. You understand it to be an inquiry into the relative dearth or cheapness of Irish railway rates as compared with such rates in other countries?—So far as the request made to the Department is concerned it was merely for a comparison of rates.

50446. Did you consider that in order to make an even comparison of rates you should take equal distances?—I have done that. That is the principle upon which I have gone.

Mr. Philip MacSally, Transit Inspector, Department of Agriculture.

Reply to Mr. Tallow's criticisms.

His objection is the needless preparation of the tables.

These were prepared in exact accordance with the request of the Commission.

Mr. Tallow's argument as to the relevancy of the comparison of transport charges.

Principle of equal distances upon which the tables were prepared.

Nov. 10, 1868.

Mr. Philip  
M. Smith,  
Inspector,  
Department of  
Agriculture.

No information  
available as to  
the volume of  
traffic marked  
between the  
places  
mentioned.

But traffic  
does pass  
from the Irish  
stations  
named to the  
English  
consuming  
centres.

In several  
instances the  
Irish stations  
for which  
rates are  
given are not  
centres of  
production.

Butter, bacon,  
and shits  
mentioned.

The commo-  
dities  
prepared  
elsewhere  
and taken to  
these stations  
for distribu-  
tion.

The points  
named by the  
General  
Manager,  
G. R. (1) Ry.  
His sugges-  
tion that  
most of the  
foreign rates  
quoted  
include  
nothing but  
haulage and  
provision of  
wagons.

50447. As soon as you introduce inequality of distance the even ground of comparison is lost?—Yes, from the point of view from which we have made our comparison.

50448. What are your observations upon the first point raised by Mr. Tatlow's evidence?—That the products named in the tables of series A are exported from all the Irish railway stations given in the tables, and that the rates have been shown from these stations to eight of the principal consuming centres in Great Britain. The Department has no information as to the actual volume of traffic carried between these places.

50449. It has been stated that no traffic passes in respect of some of the commodities selected for your comparison?—Yes.

50450. You say the traffic does pass?—We say we are aware of the fact that the products of the districts referred to in the table are exported from all the Irish stations named in the tables, and that the centres taken in Great Britain are eight large consuming centres. We cannot go farther than that. We have no information as to the actual volume of traffic.

50451. What is the nature of your information as to the fact that traffic passes?—Simply that we know that these products are exported from the Irish stations named, and that we have taken eight of the largest consuming centres in Great Britain, and we take it as a matter of course that there must be some trade between these places.

50452. Does the information collected in the Department as to the areas of production and distribution enable you to say that this description of traffic does pass between these places?—Yes, but we cannot say in what volume.

50453. What do you say as to the second point?—In several instances the Irish stations for which rates are given are not, properly speaking, centres of production. For instance, in the case of butter, much of the product is first manufactured at farm houses throughout the country, purchased in local markets by butter factors, conveyed by rail to a centre where it is blended or re-worked, and is subsequently forwarded to the markets in Great Britain; and frequently butter manufactured in organised creameries has to bear a preliminary railway freight on the raw and partly-manufactured material in the form of milk and cream, which are conveyed sometimes considerable distances to the creameries. Bacon, too, before being sent out as a finished product has in almost every instance to pay a substantial freight on the raw or partly-manufactured article in the form of pigs, live or in carcasses. And in the case of shits, much of the work of manufacture is done in the Ulster peasant's home, between which places and the given centres the cost of forward and return transport has to be paid before the finished article is sent out to purchasing markets.

50454. So you say that the Irish stations given by you are not centres of production in relation to these commodities. The commodities are prepared elsewhere, and are taken to these railway stations for the purpose of being distributed?—Yes.

50455. As to the third point in Mr. Tatlow's evidence relating to fat cattle?—In Ireland most of the fat cattle have to bear a railway freight some months prior to shipment from the Irish stations named in Table C to cross-Channel markets—that is when conveyed from the store-rearing districts to the fattening districts to be finished.

50456. I think you have pointed out in this comparison that in reference to dead meat there must be a deduction of 45 per cent. from the weight of the carcass to estimate the weight of the dead meat?—That has been noted in the table originally submitted.

50457. What were the main points raised by the evidence of Colonel Pless?—He raised eleven main points on the Department's tables marked series A, B, and C, and the comparisons of Irish with Continental railway rates. In question 43767 he stated that most of the foreign rates that have been quoted include nothing but haulage and provision of wagons, with the condition that the traffic must be sent in large consignments, all other services to be performed by customers, and charged for over and above the railway rate. My observation upon that is that these conditions apply only to wagon-load consignments on the Continent, except in France, and provision is made for the railways undertaking loading and unloading in such cases at request of the owners of the

traffic in return for specific charges duly published. In most cases in Ireland also wagon load rates carry the condition of loading and unloading by owners of traffic, and, in addition, conveyance at "owner's risk," but there is no regulation providing that the railway company will undertake loading and unloading in cases where the published rate does not include such services.

50458. The conditions mentioned by Colonel Pless apply only to wagon load traffic on the Continent, and they apply to wagon load traffic in Ireland?—In the main.

50459. There is this difference: on the Continent, although the condition that the railways are not to load and unload applies to wagon load traffic, they are ready to load and unload upon request, but there is no similar provision in Ireland?—There is no published regulation.

50460. What is the next point?—Point 2, at Question 43778, he stated that there was quicker transit of goods in Ireland than on the Continent, and that the convenience that the public has been accustomed to up to the present makes slow transit of goods in Ireland impossible, and at Question 47130 he said that all the continental rates are for slow transit and despatch; and that corresponding to the goods service given by the Great Northern Company the foreign rates would in many cases be nearly doubled.

50461. Is the goods service carried on at night on the Continent as in Ireland?—Partly. It is both a day and night service. A train will start in the middle of the day and travel all that night, if it has to travel a considerable distance.

50462. Have you any precise information as to the comparative rates of speed?—I have not it available just at this moment, but I hope to have it before this sitting finishes.

50463. Mr. Asworth.—Do you mean a series of comparisons?—A series of comparisons in each country showing the actual train time for slow goods trains in each of the continental countries compared with the slow goods train time in Ireland.

50464. What do you mean by train time?—The time occupied by a goods train in running from point to point.

50465. Average time or booked time?—The train booked time taken from the working staff time table.

50466. The departure and arrival of the train?—Yes, showing the average speed of the train.

50467. That would not include the time from the time the consignor handed the traffic over to the company to get it into a truck to the time it was handed over to the consignee out of the truck?—No; it is merely the railway speed.

50468. The railway speed might be 20 miles an hour, and there might be two days allowed at each end for loading and unloading?—Yes.

50469. If that were the case, the comparison would not be worth making if the speed of the Irish train was 15 miles an hour, and there were only four hours allowed at each end?—It is only as regards the relative speeds of the trains.

50470. But that has not much to do with the time taken in conveying from consignor to consignee, because that has much to say to the question of loading and unloading.—As regards the question of loading and unloading in all continental countries.—

50471. Don't let us get into a discussion on that. You have simply taken the time table?—Yes.

50472. You simply show the rate of transit on rail, not the rate of transit of the complete thing?—I shall show only the time the goods are in train—the rate of speed of the train.

50473. Mr. Scobie.—Have your inquiries given you any reason to think that these maximum times on the Continent, especially as to the time before despatch and the time after arrival are any test of the actual time taken for conveyance, or are they merely intended as a protection of the companies against claims?—They are the maximum periods allowed for transit for the given distance. If these times are exceeded, the railway companies are liable to penalties.

50474. These are, then, measures for the general protection of the companies?—So I understand.

50475. Chairman.—I think we had in evidence from Mr. Pratt, in answer to questions I put him, positively speaking, that though these regulations were in force, the transit of goods was carried on precisely the same as in Ireland or England?—That is so.

Mr. Asworth.—On main lines.



CHAIRMAN.—On many lines for ordinary goods.

50475. Mr. Scotson.—Have these maximum times any closer actual relation to the actual times of conveyance than, say, the maximum rates in Ireland have to the working rates?—It would be very difficult for me to say definitely what the ratio is. It must vary according to local circumstances.

50476. Have you any reason to think that the Irish goods service speed exceeds about 10 miles an hour, so far as your inquiries go?—Taken from point to point, including stops at intermediate stations, I don't suppose it would exceed 10 miles an hour. However, I hope to be able to give actual figures later on.

50477. Have you any information at present to lead you to think that the Continental speed is slower than that?—No. That is, the actual rate of train travelling.

50478. I think you have said that the intervals between consignments and delivery are for the protection of the company, and afford no real test of the actual intervals in practice?—They are the maximum permitted by the law of the land.

50479. Do you consider that the arrangements made for the conveyance of perishable traffic in Ireland have any bearing on the question of the speed of the goods service?—Yes. In Ireland all produce of a more perishable nature, such as fresh fish, live and dead poultry, dead rabbits, milk, cream, &c., are, except when carried very short distances, conveyed by a speedier than ordinary goods train, the same as on the Continent, with the object, apparently, of preventing the decay which might result from the use of the ordinary goods train service.

50480. As to perishables, both in Ireland and on the Continent, conveyed by quick service, the uniform ordinary goods service would in both cases be about the same?—Yes, it would appear so.

50481. Do you draw any inference from the statement that Irish railways are required to afford storage for goods on arrival?—Yes, that the extent to which it is alleged they are required to afford storage, and the almost general complaint of the railway companies as to the detention of waggons under load, seem to indicate that the existing goods train service is not an all-round necessary concomitant of the trading of the country.

50482. Mr. Aspinall.—You mean it might be slower?—Yes, the fact that the railways are called on to store goods at stations on arrival, and also to keep waggons under load, seems to point to that.

50483. Mr. Scotson.—Emphasis, certainly, has been given in evidence to the extent to which the railway companies do provide goods storage?—Yes.

50484. And grave complaint has been made by the railway witnesses of the heavy cost of the long detention of waggons under load?—The railway companies complain of the detention of the waggons under load.

50485. Will you go to the next point in the evidence of Colonel Pless?—At Question 45797 he stated that reduction had been made in the statutory classification of 27 articles by the Irish railways generally, and a special reduction in the classification had been made by the Great Northern in respect of 21 additional articles. At Question 45803 he stated that 76 per cent. of the Great Northern Railway traffic was carried at special rates, and at Question 45842 he stated that there was a mileage scale of rates on the Great Northern Railway Company for agricultural commodities.

50486. Do you understand the suggestion there to be that the Department, in preparing and compiling the comparisons, had not taken due cognizance of these circumstances?—I don't like to accept it exactly in that form, but I would like to point out that all the reductions in classification made by the Irish railways generally, and by the Great Northern Railway Company especially, and all special rates of a permanent character, including the Great Northern Company's mileage scale rates for agricultural commodities, have been taken into account so far as they are applicable and within the knowledge of the Department in the preparation of the comparison tables. No temporary rates or rates for consignments exceeding 10 tons were used, the temporary rates recorded in the public rate books at the time of the inspection being all due to expire before the date at which the comparison tables were expected to be completed.

50487. You did not think it proper to take into account temporary rates which, according to specific notice in the rate books would expire before your evidence was to be heard?—No.

50488. Mr. Aspinall.—These are rates expiring on the 31st of December every year as a matter of course?—The date of expiry varies. The dates are not always made available for a year. Sometimes they are for perhaps 2, 3, 4, 5, or 6 months.

50489. Mr. Scotson.—Some are renewed, and some are not?—Yes.

50490. You could not tell in advance which would be renewed?—No.

50491. Then as to these lots of traffic over 10 tons?—The comparatively few rates for lots of traffic over 10 tons were considered inapplicable to a general comparison of rates in Ireland where the great bulk of the traffic is held to be conveyed in small consignments.

50492. Ireland being an agricultural country of small holdings, it is obvious, you would say, that its agricultural products must be conveyed mainly in small consignments?—Yes.

50493. Did you aim at making these comparisons such as would place side by side the actual facts of the case, the rates applicable to actual consignments as carried in Ireland and those applicable to actual consignments as carried on the Continent?—Yes. That has been the object of the tables.

50494. Colonel Pless gave evidence of a subsidy which he thought—I think he stopped short of affirming it—was granted by the Government of Denmark to steamers upon traffic in butter and eggs?—Yes. At Questions 45933 and 45937-8 he said that the Danish Government grants a subsidy of 10 shillings per ton of butter and eggs to steamers carrying such traffic from Denmark to Great Britain. The Department made inquiries as to the matter some time ago, and, according to the information obtained then, that subsidy takes the form of an annual fixed sum, which was granted to two steamship lines on condition that they each put on an extra boat per week, although the traffic did not warrant the increased service, for the purpose of securing more frequent delivery from consignor to consumer, and that all steamers carrying the produce should be fitted with refrigerating chambers.

50495. It is not a subsidy per ton of traffic.

50496. But given for the purpose of securing better appliances and more adequate service than would otherwise be obtained?—Yes.

50497. Chairman.—Do you know the amount of the subsidy?—I think I can give it to you. It is referred to in an official report made by a representative of the Department who was sent to Denmark.

50498. Lord Pirbright.—It is rather interesting, because the Canadian Government pays the cost of refrigerating machinery on board the Canadian boats?—The total amount of the subsidy voted by the Danish Government for the extra boat between Esbjerg and Portland amounted to 300,000 kroner, or £11,300 per annum.

50499. Is that sufficient?—They have also voted £4,440 to the Esbjerg and Gdynia boats for running an extra boat and providing refrigerating chambers.

50500. Who owns the boat?—I have no information as to that. That is the full amount of the Government subsidy referred to in the report.

50501. Mr. Aspinall.—Is not a subsidy given to the Forenede boats to Newcastle?—Not so far as I know.

50502. Colonel Hutchinson Fox.—On the amount of traffic carried what would that represent? Would it represent anything like the average that Colonel Pless stated?—I could not say.

50503. Mr. Scotson.—It would be only 20,000 tons at 10 shillings. This subsidy was to provide an extra service specially for certain traffic exported from Denmark?—Yes.

50504. I suppose better particularly?—Yes.

50505. Mr. Aspinall.—The United Steamship Company is the company that gets the subsidy according to the point thereof?—There is a second service maintained. There is a payment for each.

50506. It is only one of these lines that receives anything in the nature of a subsidy, the United Steamship Company from Esbjerg to Portland and Esbjerg to Gdynia—that is the company?—Yes.

50507. That is a Danish company?—I don't know whether the same company owns the steamers on both routes.

50508. It says it is the United Steamship Company, and it owns both routes. It says so in your report?—I did not read it that way.

50509. There are only six lines of steamers employed, and only one of these receives a subsidy, namely—the United Steamship Company. Then it gives two of its routes. It is clearly one company,

Nov 10, 1905

Mr. Philip MacSollitt, Transport Inspector, Department of Agriculture

The points raised by the General Manager, G. N. Ry. (L.)—

The varying dates of expiration of temporary rates.

Irish agricultural products must necessarily be carried mainly in small consignments.

The comparative tables show the rates applicable to actual consignments in Ireland and on the Continent.

The subsidy given by the Danish Government to assist the butter and egg industries.

Steamships subsidised for the purpose of securing better appliances and more adequate service.

Amount of the subsidy for an extra steamer, Esbjerg and Portland.

The steamship company receiving these subsidies.



Nov. 10, 1908.

Mr. Philip MacDonagh,  
Traffic Inspector,  
Department of Agriculture.

The points raised by the General Manager, G. N. Key, (L.)—  
—con.

Rates between stations for traffic not passing.  
But where potential traffic exists

If there was a traffic lower rate would be applied for.

If traffic was tendered between these stations the consignor would have to pay the rates quoted.

Special rates between particular stations for large consignments.

The rate for grain seed, Dublin and Tundrage.

50538. Then as to traffic in oats between Bessbrook and Dublin?—The Newry Poor Law Union, in which Bessbrook is situated, produced 15,000 tons of oats in the year 1906, and that Dublin is the most important shipping centre in Ireland, is a large milling centre, consumes a considerable quantity of oats annually for animal feeding, and received 5,886 tons of imported oats during the year 1906.

50539. Then as regards traffic in Indian corn between Dandalk and Loughglilly?—The latter station serves portions of the Poor Law Unions of Newry and Armagh, which in the year 1906 had an aggregate of 37,796 animals and 542,552 head of poultry, in the feeding of which crushed Indian corn is more or less used. This commodity is included by the Great Northern Company in the special list of reduced rates which apply to feeding-stuffs. Dandalk is a port with regular coast-Channel sailings, and is also a milling centre.

50540. As to traffic in Indian corn between Drogheda and Castledowney?—I wish to draw attention to the fact that the Poor Law Union of Castledowney had, in the year 1906, 17,883 animals and 328,525 head of poultry, for the feeding of which crushed Indian corn is to some extent used, and that Drogheda is a seaport and a milling centre.

50541. As regards traffic in bone and pollard between Dungannon and Lurgan?—Dungannon is a milling centre which has to find a market for its mill offal, and Lurgan is an important business place and only 20 miles distant.

50542. Then as to traffic between Armagh and Ballybeg?—Armagh is a milling centre which has to find a market for its mill offal, and Ballybeg is 41 miles distant as compared with 104 miles from Belfast and 55 miles from Dublin.

50543. What about traffic in potatoes from Loughglilly to Dandalk?—The Poor Law Unions of Newry and Armagh, near the border line of which Loughglilly is situated, produced together 90,880 tons of potatoes in the year 1906, and Drogheda is a port of shipment for Liverpool.

50544. In regard to the thirteen pairs of stations as to which Colonel Pieve said that the traffic mentioned was not carried or likely to be carried, you have given your reasons for holding that it passes between seven of these pairs of stations?—Yes.

50545. What do you say to the six remaining pairs of stations. Take Newry and Moura, barley?—The Poor Law Union of Lurgan and Lisburn, near the border line of which Moura is situated, produced together 149 tons of barley in the year 1906, an increase of nearly 40 per cent. on the yield for the previous year. Newry is a milling centre and also a seaport. I should add that Newry imported between 300 and 400 tons of barley direct by sea during the same year in addition to what it may have got by rail from Belfast and Dublin. Newry, I should also have remarked, is a distilling centre.

50546. As well as a milling centre?—Yes.

50547. Now, take Armagh and Ballybeg, Indian corn?—These stations are not included in the comparative table relating to Indian corn traffic.

50548. What about traffic in flour and Indian meal between Dublin and Aldergrove?—Dublin is an important flour and meal milling centre, and although Aldergrove is 120 miles distant the assumption that flour and Indian meal might be carried between the points does not appear unreasonable in view of the fact that it is carried about that distance in other parts of Ireland although there are sources of supply nearer, and that Lieutenant-Colonel Pieve in another part of his statement quotes a flour rate for a like distance (between Belfast and Bangor) as one that should have been included in the comparison.

50549. He seemed to think the distance might apply?—I do not know whether it was the distance to which he objected or not, but he says there is no traffic and never likely to be any.

50550. As to the traffic in Indian meal between Dublin and Drogheda, what have you to say?

50551. Mr. Charles Barrington, Solicitor.—May I remark that it says here that there is no traffic, and never likely to be any traffic, between those two points. Is Mr. MacDonagh contradicting that statement of Colonel Pieve?—(Hearse)—No; I am merely stating the grounds on which we selected those points.

50552. Mr. Seaton.—Colonel Pieve said it was not likely to pass; you say it was; and you have given your reasons?—I have given the reasons which led us to believe that there was a potential traffic, if not an actual traffic.

50553. Mr. Arncliffe.—Colonel Pieve said it did

not pass; you do not contradict that, do you?—No; I simply give the grounds which induced us to select those points.

50554. You go further, and, assuming Colonel Pieve's evidence (which you do not contradict) that it did not pass is accurate, the comparison is not very valuable?—I have said they are not paper rates, because there must be potential traffic.

50555. But if there is not any traffic they are paper rates?—They are rates which traffic would have to pay if it did pass. They are the rates really which would be charged as described by another witness.

50556. You do not, of course deal with the point which Colonel Pieve and other people have made again and again, that if there were traffic the rates would be very much lower?—I do not deal with that.

50557. That in your answer, that you do not deal with it?—I have merely stated the grounds upon which we went in taking these points as bases of comparison.

50558. Let us get the point quite clear. They are not the rates, so far as those stations are concerned, which the traffic bore, because there was not any traffic to bear it. That is correct, is it not?—Yes.

50559. The railway company say (I am not saying truly) that if there had been traffic there would have been special rates, and that those rates would have been lower. That is what they say. I cannot say that is accurate?—I can only deal with the existing rates.

50560. Mr. Arncliffe.—They are the existing rates, but not the rates for the existing traffic.

50561. Mr. Arncliffe.—If any traffic did arise, no doubt the trader would apply to the railway company for a lower rate?—Yes. The Department's comparison is a comparison between the published rates of the different companies and the published rates on the Continent, and I have stated here the reasons why we selected these points as places for comparison.

50562. Mr. Arncliffe.—I am not disputing anything; I only wanted to be quite clear on Colonel Pieve's statement that traffic did not pass; whether it might be expected or not is not disputed?—I do not in any way dispute the accuracy of Colonel Pieve's evidence. My statement now is one of explanation.

Mr. Arncliffe.—Quite so.

50563. Mr. Seaton.—Can you tell from your knowledge of the circumstances of these districts, the nature of which you have detailed, that the traffic in these commodities is a traffic which may pass at any moment?—Yes; there is reasonable ground for believing that there is at any rate potential traffic there.

50564. If such traffic were tendered the consignor would have to pay the rates which you have quoted?—Yes; or make an appeal to the railway company for a reduced rate.

50565. But as the matter stands he would have to pay the rates you have quoted?—Yes.

50566. The aim of this Commission is the development of a backward country. Would it not be well, if more favourable rates were available, that they should be on the record and within the knowledge of possible consignees?—I do not know whether I can, in my official position here, express any opinion with regard to matters of railway policy.

50567. We know there are special rates between particular stations for large consignments and particular consignees, but as the matter stands, and upon the rate books as you have examined them, these rates are not available for actual traffic for those stations included in your comparisons?—I cannot say actual traffic.

50568. The lower rates are not available for those commodities between those stations?—Not so far as this company is concerned.

50569. Your evidence takes facts as they stand and not as they might be made?—I could not assume anything in the comparisons.

50570. Evidence was given by Lieutenant-Colonel Pieve with regard to grain seed between Dublin and Tundrage?—I wish to point out that Dandalk buys North of Ireland grain seed very largely, and Drogheda also has its seedsmen. Tundrage and Antrim are stations in the grain seed producing districts. Those were the only grounds we had for selecting those points for comparison.

50571. There are stations between which traffic in this commodity is probable?—Yes.

50572. Colonel Pieve rather impeached your comparisons on the ground that the Irish rates include

Nov. 18, 1906.

Mr. Philip MacNulty, *Traveller*, Department of Agriculture.

The points raised by the General Manager, G. N. Rly. (I.)—*con.*

The question of the Continental rates included in the comparison is not including all necessary charges.

Number of Irish stations in which storage rates apply.

Detachments made for cranes at such cases.

Charge made for crane accommodation on the Irish railway.

No charge included in respect of ropes, bedding, &c.

No stated value upon such accommodation in Ireland or on the Continent.

The charge for checking on Continental railways only imposed in special cases.

The question of checking charges on Belgian lines.

certain accessory services which are separately charged for on the Continent?—Yes; he stated that he understood that the Continental rates included in the comparison sent by me did not include all the necessary accessory charges which should be included, such as cranes, supply of ropes, bedding, etc., by senders, charge for checking goods, sheeting of wagons, and he made a fifth point as to traders' liability for injury to railway staff during the handling of traffic.

50572. I mention, first, the matter of cartage. Reference was made by Colonel Pless to cartage. Is it a fact that in Ireland there are no C. and D. rates except at a few principal stations on the Great Northern line?—They have, I think, twenty-four stations at which they have cartage arrangements, and there are probably seven or eight others throughout Ireland.

50573. Thirty altogether in Ireland?—Yes.

50574. When you had to deal with such stations did you make deductions for such cartage?—Yes; I took off the cartage charges.

50575. Will you now proceed with what you have to say under the head of cranes?—The only traffic under comparison by the Department to which crane charges would apply is round timber. The crane charge, which is small, and would not seriously affect the worked-out figures, was omitted from the Continental rates, as at several of the Irish stations brought into the comparative tables for this traffic there is no crane accommodation. From personal observation it was known that even at stations where there is a crane hand loading is frequently done; and it is understood that on one of the Irish railways a charge for crane accommodation in the loading of timber is made.

50577. What is the charge?—1gd. to 2d. or 2½d. per ton.

50578. It is very slight?—Yes.

50579. You think upon the whole the comparison is fair on both sides?—Yes, in view of the differences obtaining in our country.

50580. What do you say as to the supply of ropes and bedding?—No charge has been included in respect of ropes, bedding, etc., as, excluding timber, there is none of the traffic under comparison that would require the use of such protective materials. Moreover, neither Irish nor Continental railways put a stated value upon such accommodation. The regulations of Denmark and Austria-Hungary, which are the only countries apparently that require traders to provide such appliances, have been already put in evidence before the Commission, and define this condition.

50581. The charge is made then only in respect of one kind of traffic, and only in two of the countries out of the seven?—It would apply to only one of the commodities brought into my comparison.

50582. And it applies only in two out of the seven countries?—Yes.

50583. Then, as to the charge for checking, what do you say?—This charge for checking is only imposed by the Continental railways when called upon by the consignors or consignees to make, for the latter's information, a special check in addition to any consignment necessary for railway purposes. This has been treated as an exceptional incident, and not likely to occur under normal circumstances; consequently checking charges have not been added to the Continental rates used in comparison.

50584. The matter, I take it, is outside the ordinary course of traffic?—I have taken it to be so. It is a special check made by request of the consignor or consignee.

50585. Channons—These charges are seldom if ever made on the Continent?—So I understand.

50586. Mr. Sexton—It was rather insisted that a charge for sheeting should be added to the Continental rates in order to make a fair comparison?—In certain cases that is so. In Denmark it is made and in that country I have included sheeting.

50587. Not in Germany?—No; not in Germany for every description of traffic, because they provide for certain descriptions of traffic being carried in closed wagons. Belgium is the only country specifically referred to by Colonel Pless; and there in the case of barley traffic the sheeting charge does not apply.

50588. You have taken adequate pains to make your comparison absolutely fair in respect of the charge for sheeting?—Yes.

50589. And Lieutenant-Colonel Pless was quite in error in regard to the sheeting charge in Belgium?—Yes. According to the classification barley comes

within Class 3, and such goods are carried in closed wagons, except where it is specifically stated that they are to be carried in open wagons.

50590. What are the regulations in Ireland with regard to handling by the owner? Is there any published regulation?—In Ireland there is no published regulation so far as is known under which traffic consigned at rates on the condition of handling by the owner will be loaded and unloaded by the railway company in return for a fee or gratuitously.

50591. But there is such a regulation on the Continent, is there not?—Yes.

50592. So that the clear option is afforded?—Yes, a charge being made for that service. The question as to the liability of an owner of goods for injury to railway company's staff while engaged in loading or unloading them at the consignor's or consignee's request applies only, apparently, to Austria-Hungary.

Channons—Then it is not worth while going into that.

50593. Mr. Sexton—You have now dealt with all the services for which accessory rates are charged on the Continent?—Yes; at least, all those referred to by Colonel Pless.

50594. Except warehousing?—Yes.

50595. What do you say as to warehousing?—As regards warehousing, the Irish railway companies publish in all advices of arrival of goods a tariff of storage, wharfage, and demurrage charges, which they notify will be imposed in all cases in which the regulation period for taking delivery is exceeded. The published regulations as to storage, wharfage, and demurrage are practically the same in Continental countries as in Ireland. Consensus in respect of these charges to individual traders in Ireland contrary to published regulations could not be taken by the Department as an element in comparing rates.

50596. Such consensus to individuals could not be taken into account?—No.

50597. Do you consider that you have shown that your comparison is fair as between Ireland and the Continent in respect of accessory charges?—I do.

50598. What do you say to Lieutenant-Colonel Pless's contention that in order to make the comparison fair the amount of the service terminals ought to be deducted from the Irish rates?—My comparison is one of rates payable by the public. The service terminals are included, except in the case of wagon-loads, and there I have compared like with like. So far as the prevailing conditions in Ireland are concerned, these service terminals have not been taken into account.

50599. So that taking the actual conditions as they are, there is no ground for any such reduction?—No, because where an Irish railway company publishes wagon-load rates, including service terminals, there is no published regulation providing for an allowance to traders doing the handling themselves.

50600. Do you know if service terminals are charged whether the traders do the handling or not?—Some of the rates published by the railway companies include these charges, but if a trader loads 5 or 6 tons of goods, say, in a wagon, there is no provision for a refund being made to him in respect of that service.

50601. Not in any case in which the terminal is included in the rate?—Not so far as we are aware.

50602. Colonel Pless gave, I think, fourteen instances in which he alleged the Irish rates had been incorrectly shown in the Department's comparison tables; in his evidence the words "erroneous rates" and "erroneous tables" have also, I think, been used?—"Incorrectly shown." I think is what he stated. That is Question 47126. In looking through the instances which he gave I find that in ten of the instances quoted by him the rates are not for the distances compared in the tables; and even though they were, the figures would in some cases be in excess of those used in the comparisons if the maximum service terminals authorised by the Act of 1892 were added to net figures put in by Lieut.-Col. Pless.

50603. As in your judgment they ought to be?—Yes, taking the whole charge for conveyance as including service terminals. The remaining four instances are included in the comparison tables, and the rates used are apparently correct according to the company's rate book at the time we made the extracts from them, which is about 26 months ago.

50604. All the rates were taken by you either from the rate books at the head office or the rate books at the stations?—Yes, by officials of the Department.

50605. In the ten instances where the rates were not for the distances compared in the tables, does the net difference account for the alleged inaccuracy?—No; I cannot find out how Col. Pless arrives at his figures,



Nov. 10, 1898.

Mr. Philip MacNelly,  
Inspector,  
Department of Agriculture.  
Mr. E. A. Pratt's  
evidence—  
con.

The transit  
traffic in  
Belgium and  
other countries  
is carried at  
lower rates  
owing to keen  
competition  
with railways  
and water-  
ways.

In Ireland the  
import traffic  
is carried on  
under keenly  
competitive  
conditions.

The loads of  
all the  
through rates  
is competitive  
from the  
British  
interior  
stations to the  
Irish ports.  
Which tends  
to keep down  
all import and  
export rates.

Consequently  
higher rates  
are charged  
for non-competitive  
traffic.

The effect of  
low competitive  
rates is to  
keep up the  
rates in  
domestic  
traffic.

Proportion of  
Continental  
traffic carried  
in wagon  
loads.

miles you can afford to carry them cheaper than you can half a million l.—If you have to carry a very large traffic at a very low profit you will have to make up that profit by taxing your non-competitive traffic. I wish to point out that this international transit traffic is carried at very low rates, which must yield very little profit.

50625. Mr. Seaton.—Has Denmark much transit traffic?—Not very much.

50626. Has Austria-Hungary much?—No; their railways have not very much.

50627. New Zealand and Australia, of course, have none?—I cannot speak with regard to the Colonies at all; I have not made any enquiry about them.

50628. Some countries mentioned in evidence have transit traffic, and some have not. Your evidence, I take it, is that this transit traffic in Belgium and some other countries is carried on in such keen competition both with railways and waterways that the profit must be very minute?—Yes.

50629. And that the profit is so minute that it affords no ground for the contention that the existence of it tends to bring down the domestic rates?—Yes; that it does not provide sufficient revenue to enable the railway companies to reduce their rates for the interior traffic.

50630. Does the non-existence of transit traffic in Ireland offer any real argument against making railway rates as easy as possible to Irish producers when a keen competition has to be carried on?—Personally I do not think so.

50631. In Ireland, the import traffic, very emphatically, is carried on under keenly competitive conditions?—Yes.

50632. And the export traffic is also competitive?—Do you mean as between the Irish railways?

50633. I am dealing with through rates?—

Chairman.—Competitive rates?  
Witness.—There are competitive routes, but the rates are fixed by arrangement at a Conference. It is not so much a competition in price as a competition for Irish cross-Channel traffic.

50634. Mr. Seaton.—The basis of all these through rates is competitive from the British interior stations to the Irish ports?—Yes.

50635. Whatever may be done in completing the through rate to the Irish interior point, the traffic still remains by reason of the rate to or from the Irish port, competitive in a high degree?—Yes.

50636. That tends to keep down the rates on import and export traffic, just as on transit traffic in Belgium?—Yes.

50637. Have you found anything in Ireland to lead you to think that the profit, whatever it may be, which is obtained by the Irish railway companies from import and export traffic, is used to reduce domestic rates?—There is no evidence of that.

50638. When a railway company makes only a small profit upon one class of traffic it must make up its revenue from another class, and the non-competitive rates in Ireland are, of course, on a higher scale than the import and export rates. The true inference, therefore, appears to be the contrary to what has been suggested. It would be that there are higher rates charged for traffic which is non-competitive, rather than lower?—Yes.

50639. Could the mere existence of the competitive traffic, which yields a comparatively slender profit, be taken as an argument that domestic rates are lowered in consequence of it?—Well, of course, it is only right to point out that Mr. Pratt says, to use his own words with regard to the Belgian railways, that they ought to be in a position to concede greater benefits; he does not say that they do.

50640. Belgian railways are State railways, and their finance is a matter of State finance, but so far as concerns the Irish railways, they are private properties, and have to pay dividends. Does it not appear that if only a low rate of profit, by reason of competition, is obtained upon certain classes of traffic, and a certain net profit has to be made and maintained, the effect must be to keep up the rates on domestic traffic?—That would be the natural inference.

50641. Now I want to ask a question as to the bulk in which traffic is carried on the Continent, whether the larger proportion of it goes in 5 or 10 ton wagon loads?—Mr. Pratt stated that the larger proportion of it did go in 5 or 10 ton wagon loads, and pointed out that 95 per cent. of it was carried on the Prussian State railways.

50642. Nineteen-twentieths?—I wish to point out that a very large volume of traffic in classes A, B, and C is carried in wagon loads in Ireland also, but there

are no figures available showing the percentage. The high percentage so carried in Prussia is due to the employment of an expedient, or forwarding agent, in connection with which it has been pointed out by Mr. Pratt that in such cases consignments of less than 5 tons really pay a lower rate than the Continental rate charged by the railways.

50643. Can you add anything further on that point?—When I say the Continental rate, I mean the Continental rate for a consignment of less than 5 tons.

50644. That is, that the existence of an expedient, and the fact that he transports traffic in large bulk, gives the consignees who do business with him a traffic of small quantities, an advantage which they otherwise would not possess?—Yes. I deal with that point later on in my report.

50645. Mr. Pratt's point is that in Ireland there are services which are not included in the corresponding Continental rates?—Yes; he instances delivery charges, loading and unloading, and so on.

50646. I think you have already stated that with regard to the thirty Irish stations where there are C. and D. rates, you have carefully excluded cartage charges in making your comparisons?—Yes, and also I have dealt with the loading and unloading charges, and wharfage and storage.

50647. Mr. Pratt appears to question whether the Continental rates with which comparisons are made are export or domestic—He did not seem to be aware of the Continental rates used. It was explained in evidence at Question 49648 that the Continental rates used in the comparisons are the interior or domestic rates of each country. One exception to this, however, must be noted, *i.e.*, potatoes in 10 ton lots (Comparison 15c.), for which the Belgian export rates were inadvertently taken instead of the interior rates. This exception is drawn attention to in a footnote printed at the bottom of the comparison table. The comparison made applies, however, to Irish potatoes carried at local rates and subsequently exported, as it is said to be the case with most of the exported traffic in the product. The Irish rates used in the comparison are those between producing centres and seaport towns only. 50648. With the exception stated, the comparison has been upon a perfectly even footing between interior rates in all of the countries concerned?—Yes.

50649. Do you wish to refer now to the large percentage of full wagon loads upon the Continental railways?—Yes. What I wish to say about it is this, that by the employment of the forwarding agent on the Continent, the sender of a consignment of less than a wagon load pays less than the rates which he would be charged by the railway if he handed his consignment to it direct, the actual charge being stated by Mr. Pratt to be not much more than a proportion of the tonnage rate, and that competition between these forwarding agents is extremely keen, so that although they transship the greater part of the ordinary mercantile business, he did not think their profits were very large. In the Department's comparison table the saving in transport charges effected to the small consignor by the employment of the expedient has not been taken into account. All Continental rates used for the 1 ton lot comparisons are these chargeable by the railways for direct forwarding by a sender of a consignment of that weight.

50650. The comparison, therefore, would be still more favourable to Continental rates and unfavourable to Irish rates if you were able to calculate or estimate the advantage derived by the consignor from the assistance of the expedient?—Yes.

50651. The consignor has the double advantage of sending small consignments and obtaining a lower rate by reason of the existence of the expedient?—Yes.

50652. Mr. Pratt has some remarks upon the simple tariff system of Continental countries. Have you anything to say as to that?—Yes. I presume he meant the mileage scale system, because that is the system throughout, except in some places where there are point to point rates. He stated that that system did not possess an advantage except where the traffic is of the most elementary kind, that in Germany the number of tariff books is very large, and that in France the two tariff books, Regard-Chart, are most voluminous. With regard to that, I say that from experience gained in the Department in compiling the comparison tables submitted to the Commission, it has been proved that mileage scale tariffs are much simpler to deal with than a system of separate and distinct point to point rates. This is confirmed by Lieut-Col.

Plew, who, in referring to his company's mileage scale rates for certain agricultural commodities, stated at Question 45642 that, "the scales give the rates for certain distances, and therefore any man, no matter how unlearned he may be, can in a minute or two find out anything he wants to know about rates."

50653. He saw clearly the merit of his own mileage scale, but he did not so clearly perceive the merit of those on the Continent?—That is Mr. Pratt's opinion, not Colonel Plew's.

50654. Colonel Plew would probably see the merits of all the mileage scales, but Mr. Pratt did not see the merit of the mileage scales on the Continent?—I simply wish to point out that in actual practice we find this mileage scale much more easy to deal with than a system of point to point rates.

50655. It appears that even an expert, searching the rate books in Ireland, finds it very hard to exhibit samples of rates which would be admitted by railway companies as offering a fair view of their charges, but it is a fact that on the Continent you can always find what would have to be paid exactly?—Yes.

50656. And there can be no dispute, assuming the mile is accurately extracted, as to whether or not it affords a fair view of the charge?—That is so.

50657. As to the difficulty of obtaining information about rates. Of course, in countries which have a large traffic, there must be a plurality of books, but would you say that any individual can always easily and speedily satisfy himself as to the rates on his traffic by reference to one or two?—Yes. In all the Continental countries rates are published in sections to suit the public convenience, and these sections are each sold at a small price. France is the only country, so far as is known, that, in addition, collates the tariffs of all its railways into two volumes—one for quick transit, and the other for slow transit.

50658. Mr. Drewitt.—Austria has a complete collection?—Of all its tariffs?

50659. Yes?—Not in one volume.

50660. They have a complete library of them?—I am speaking of one book.

50661. Austria has the same system as France, has it not?—France publishes them in sections; you can buy them separately; and, in addition to that, they have collated all their tariffs into two large volumes.

50662. Austria also collects all its tariffs into four or six large volumes, or something like that?—I am not aware of that. I have several volumes from the Austrian people. I say that, so far as I know, France is the only country which brings all its tariffs together into two volumes dealing with different sections.

50663. Mr. Scoles.—Have you based of any difficulty experienced by traders on the Continent in obtaining information as to tariffs and rates?—No; but, of course, I only interviewed railway people who would not be likely to draw attention to it.

50664. In Ireland you have to consult rate-books, pamphlets, and other documents, and even then there may be lower rates elsewhere; but on the Continent there is always a published document by which you can learn the rates between any two stations on any line of goods?—Yes.

#### Examined by Mr. ACWORTH.

50665. You do not suggest, I suppose, that a Danish peasant or a French peasant, or an Irish peasant, could find his way about Chair, or any of the books?—Assuming that he could read, I do not know that he would have very much difficulty, if he got the rates applying to the section in which he lived.

50666. Take the French book for instance. Do you know that personally?—Yes. That is the one showing the rates for all descriptions of traffic?

50667. Yes. Do you seriously suggest that a French peasant in Bordeaux could find out what it would cost him to send his wine to Rouen?—Yes, from the small section of the book which is published for the Bordeaux district.

50668. Soissons is on the Northern and Bordeaux is on the Orleans Railway. Do you seriously suggest that the French peasant could find the rate from Bordeaux to Soissons if you handed him the Chair?—He would not have to use that volume, which contains the rates for all France.

50669. He would clearly have to use the volumes which contain the rates of the Orleans Company and of the Centre Railway and of the Northern Railway to get from Bordeaux round Paris to Soissons?—

No; the rates of the section would include not only the local rates, but also the rates through to other places. He would not have to consult the rates of each company. There is a principle upon which they publish through rates, as you probably know, in France, in series numbered 100, 200, 300, or 400. Series 100 relates to the local rates of each company; series 300 relates to the common tariffs or through rates to the other French railways; 200 relates—I am not quite sure that I can define it properly, but for purposes of definition it will suit—the international rates; and series 400 relates to transit rates for international traffic. The section of rates for a district will include the 100, 200, 300, and 400 series. It would not be necessary for a man to have the local rates of each railway over which his traffic will pass.

50670. Will he get a mileage scale which is applicable from Bordeaux to Soissons?—It may be a mileage scale, or it may be on the section a point to point rate.

50671. There would be first a mileage scale?—There is a general mileage scale.

50672. Then there may be a special point to point rate?—There may be, but there are comparatively few of them.

50673. But still there may be?—Yes.

50674. There may be particular concessions in consideration of a certain volume of traffic contained in other classes?—Yes, for a specified weight.

50675. There may be special concessions, for instance, for allowing an extra time for carriage?—That would go with the particular rate.

50676. But it may be altered if you allow a further time for carriage?—Yes.

50677. Do you really suggest that the Bordeaux peasant can find this out for himself?—Yes, because there is a list of commodities given in the particular portion, whatever it may be—local, through, and so on. There is a tabular form showing the tariff that applies to 1, 5, 10, or 20 kils, or, perhaps, to a train load. Reference is given in that form to the particular tariff that is applicable, and he has only to turn that up.

50678. Do you say seriously in your view that it is a thing which the ordinary peasant can do for himself?—He would not be sending train loads, I should think.

50679. But you say the ordinary peasant can do it for himself?—Yes; the rate book is splendidly arranged.

50680. Do you know, as a matter of fact, that, not the peasants, but the merchants in France, have found it so hard to find their way about that book that they have finally succeeded in getting the Government to impose on the railway companies the obligation of finding out for the consignor what the lowest tariff is, and give him that tariff. That is not just a peasant, but the traders have so constantly found that they were not capable of finding for themselves what the lowest tariffs have been that the railways have been compelled by law to give them the lowest tariff, provided they ask for it on the consignment note?—I am not aware of that.

50681. Are you aware that that was an agitation that was going on in France for years?—No.

50682. And that it was always based on the fact that not a peasant but the traders and manufacturers could not find their way about that tariff book?—Possibly their system of publication was not so plain then as it is now.

50683. It has not been altered?—We have had our ordinary clerical staff engaged upon Continental rates they never saw a foreign rate book before, and they have had no difficulty.

50684. I remember a gentleman years ago, before a Parliamentary Committee, who said it was quite simple, and he was challenged to do it there and then, and he could not do it, and he was a very expert witness. It is not easy by any means. I have tried it myself, and I know more about it than the average peasant. Still we shall both agree, I am sure, that if you could get mileage scales in Ireland it would be a great advantage?—Yes.

50685. Would there be, in your view, any serious difficulty in getting out mileage scales based on the classes of rate inside the local territory of a particular company?—Not the slightest.

50686. The rates are based on a mileage scale at present, are they not?—They have been calculated on a mileage basis.

Nov. 10, 1905

Mr. Philip MacNeill,  
Inspector,  
Department of Agriculture.  
The French tariffs published.

The general mileage scale.

Possibility of giving information as to ordinary and exceptional rates.

The French rate book splendidly arranged.

The allegation that French traders have been agitating for improved tariff books.

No difficulty experienced by officials of the Department of Agriculture. Mileage scales if adopted in Ireland would be a great advantage.

No difficulty in adopting them anticipated.

Nov. 10, 1933

Mr. Philip  
MacCarthy,  
Transport,  
Department  
of Agriculture.

Mileage scales  
for each Com-  
pany's district  
would be a  
public  
matter.

The scale  
adopted by  
G. S. (L.) Co.

The small  
percentage of  
traffic on the  
Prussian rail-  
ways dealt  
with by  
expeditors.

Continental  
transit traffic.

Low rates  
given owing  
to heavy  
profits.

The profits  
derived from  
this traffic  
goes to reduce  
the domestic  
rates.

50587. Your investigation has led you to find that practically the class rates are on a mileage scale now, has it not?—Yes.

50588. In your view would it be a great advantage, and get rid of a lot of difficulties if you had mileage scales at any rate for each individual company's district?—I believe it would.

50589. Carrying it a stage further, and taking traffic exchanged between one system and another, so long as it is not a special rate is that a scale rate?—It is based upon the scale.

50590. Could not that also be put upon a mileage scale?—Yes, for the public's information.

50591. The public would be told—"The mileage scale is 28s. 6d.; you must find out for yourself whether there is not a lower rate applicable." Do you think that would be an enormous benefit to the contract?—Yes. I quite agree with Lieutenant-Colonel Pyles in the opinion he has expressed upon his own mileage scale.

50592. As they have admitted themselves, they have put out mileage scales in certain cases, because they admit it is a public convenience?—Yes.

50593. You think it would be a great public convenience, do you not?—Yes, and it would be a convenience for the railway companies themselves, too.

50594. I agree, and I think the average station-master has great difficulty in finding his way about his own rate books. Now a question or two about the expeditor. I think you and Mr. Pratt are making too much of the expeditor. Do you know that if my recollection is right only three per cent. of the goods revenue of the Prussian railways comes from traffic that the expeditor touches. Have you seen these figures?—No, I have not.

50595. It is a trifling percentage of their goods revenue that the expeditor touches at all?—I cannot say.

Chairman.—Where do you get that?

Mr. Ascroft.—From Prussian information. I have not the exact figure, but it is something like 3 per cent. on the Prussian railways. They published it some time ago when there was discussion on the subject. Of course the place where he would be important is where you get to a frontier. Clearly that is where the expeditor would come in most, or where you get to a shipping point.

Chairman.—Where you get either to a frontier or to a seaport?

50596. Mr. Ascroft.—Yes, such as the traffic at Rotterdam, say. A large part of it would be in the hands of the expeditor, but taking Prussia as a whole it is a very small percentage. (To the Witness).—Now, I want to ask you about this transit traffic. As you know, the French railways, for instance, fight very hard to get transit traffic to England through France instead of through Germany?—Yes.

50597. To get it they have to put low tariffs in?—Yes.

50598. Presumably they do that in order to make profit out of it?—Yes.

50599. There is no object in doing it unless they make a profit, is there?—Not unless they make a profit.

50600. So far as they do make a profit that enables them to reduce their charges on French domestic traffic?—It enables them to do it.

50601. Yes, it gives them money which they would not otherwise get if they let their transit traffic go, does it not?—Yes.

50602. Therefore that money is available to reduce their charges on domestic traffic?—That is to say, the profit such as it is?—Yes, if it were devoted to that purpose.

50603. If they do not devote it to dividends it goes to that purpose clearly. If they do not take it as profit to themselves it is available to reduce the charges on domestic traffic?—They could do it if they liked.

50604. They could do it if they liked. There are only two ways in which they could use it, are there not?—The mere fact of their getting such a profit does not prove that they devote it to the reduction of the rates on interior traffic.

50605. No, but we will say they intend to take a dividend of 7 per cent., and they can, we will suppose, get it. When they have got that dividend of 7 per cent. such profit as they get out of the transit traffic enables them to keep their 7 per cent. without getting the whole of it out of the domestic traffic. That is clear, is it not?—Yes.

50706. Similarly with the through rates between England and Ireland, the Irish railways want and get 4 per cent. on their money. They make some profit, we must assume, out of their through traffic?—If they did not they would not try to get it, would they?—That is so.

50707. So far as they make a profit, whatever it is, it tends to make the domestic rates lower than they otherwise would be?—I do not follow that argument at all. If they do not make the average rates of profit upon the working of their through traffic they must make the local traffic pay the balance.

50708. Clearly, but if they do not make any profit at all on their through traffic they must make the local traffic pay, not the balance, but the whole?—Your expenditure probably would not be the same.

50709. That is quite so. If they do not make any profit on the through traffic the domestic rates would have to pay the whole of the expenses and the whole of the dividends?—Of working that particular traffic.

50710. Yes, the whole of the expenses, whatever they were?—Yes, whatever they were.

50711. You have agreed with me that there must be some profit on the through traffic or they would not want to get it?—I presume they do not work it at a loss.

50712. In other words, the through traffic has paid its whole expense, plus something more, or else there would not be a profit?—Yes.

50713. Then that something more will enable them either to get more dividend or reduce the charge, by going towards the expenses of working the line, or domestic traffic. That is all quite clear, is it not?—No, because there may be a capital expenditure for the accommodation of that traffic, and there will also be the heavier cost of working, and it may be the permanent way.

50714. But do not you see that you have agreed with me, to start with, that the through traffic must be a little profitable at least, or else they would not want it?—Yes.

50715. That means to say, that it must pay all its expenses, whether capital or working, and leave something over?—Well, I will not go so far as to say that it must be paying a return on capital.

50716. It must pay on the whole, or they would not want it?—No, I do not quite follow that.

50717. Mr. Sexton.—The ordinary working cost of the commercial principle would be that rates on competitive traffic would be low, and on non-competitive traffic high?—Yes.

50718. You know the rates where there is competition, and where you fix the rates at discretion they would be higher?—Yes.

50719. May it not be said, then, that the non-competitive rates being naturally high, this enables the companies to accept a more slender profit on competitive traffic?—Yes.

50720. Mr. Ascroft.—Let us put it that way, if Mr. Sexton wants it. But does it not go further? If you once admit that there is any advantage in carrying competitive traffic at all in it is not obvious that if you take away the competitive traffic and leave nothing but the domestic traffic to bear the cost of the line the domestic rates would be higher still?—But your capital outlay would not be the same in order to obtain a profit on simply the domestic traffic.

50721. But they would not spend any extra money for their through traffic unless they thought it was going to give them a profit as a whole?—I admit they do not carry the traffic at a loss.

50722. Then that means to say that that traffic does cover the expenditure?—I suppose so.

50723. There are a number of rates in Ireland which, as we have been told, are put into the red book and called temporary rates?—Yes.

50724. That is really done, as has been admitted, to get round the Act of Parliament, which says that you shall not increase a rate once you have diminished it, is not it?—Yes.

50725. From this point of view the fact is that though that rate may have been in the books for ten years the railway companies in their tables have not got the credit of it?—That is so.

50726. They have suffered in that way?—Yes.

50727. Of course those thirty stations which you mentioned as having C. and D. rates are the big stations in Ireland?—Yes, they are big stations.

50728. I suppose there are about a thousand stations in Ireland altogether?—Yes.



50729. Lord Pirbright.—I thought you said there were only six stations where there were C. and D. trains?—Yes, six besides the Great Northern.

50730. Mr. Ascroft.—There are such stations as Cork and Waterford, I suppose?—Cork and Waterford are not included.

50731. But they are competitive points probably?—Yes, probably they are competitive points.

50732. If it is only 30 out of the 700 stations, which I am told you have, it is a vast deal more than three-sevenths of the total traffic?—Yes.

50733. It is, therefore, rather a misleading figure. I want you to explain about that surprise. It makes rather a big error in the percentage?—Yes, an error of expenses occurred in a particular rule for a very short distance, and the effect was to make a difference of nearly 50 per cent. on any percentage. But a rate of 25. 104. When expenses is taken off the Irish rate that affects the Irish rate by about 10 per cent. It was an eight mile distance really. The way it occurred is that the corrections were made in the table but were not carried down into the analysis at the foot of the tables. I was exceedingly obliged to you for drawing attention to it.

50734. I think they are very accurate, and it was a very difficult job to do. There is one thing which I do not in the least understand. I think I took it down in your evidence that there was a good deal to show that the existing goods train service in Ireland might be slower?—I simply made reference to the fact that the railway companies put forward the statement that they are called upon very largely to give storage on arrival of goods at their destination and they also complain of the detention of waggons beyond the reasonable time allowed for unloading them.

50735. And you said that led one to think what?—Led one to think that the present rate of speed in Ireland is not an all-round necessity for the trading of the country.

50736. In your opinion it might be slower without the public suffering?—Yes.

50737. Is that your present view?—I only put one against the other.

50738. Do you give it as your opinion that that is not?—I think, taking these two facts, that the railway companies are required to afford storage accommodation so largely for goods on arrival at their destination and that their carrying stock is really detained under load so very much beyond the reasonable time allowed for the removal of goods, that that in itself proves that the present rate of transit is not an absolute necessity for the trading of the country.

50739. Your statement is that it is proved that the present rate of transit might be slower?—I do not say proved. I say that that goes to prove it.

50740. Do you suggest that the present rate of transit is as slow as in foreign countries?—I have not gone into that sufficiently in detail to answer the question, but I hope to have, before these proceedings have been completed, a statement of the actual rate of speed at which the trains run.\*

50741. That is only the speed at which trains run?—Yes.

50742. What I want to ask you is: have you any views as to whether the time taken by goods on your railway from consignee to consignee is longer or shorter in Ireland than in Continental countries?—I believe it is shorter than is, from point to point.

50743. The Irish consignee gets a service which is as good as better than the service which his Continental counterpart gets. Is that your view?—I would not give that as my view until I can work out the speeds. I will assume the contention that it is faster or correct until I have proved the reverse from the actual time-tables.

50744. But can you prove it?—Yes, as regards speed.

50745. But what does it matter to the man in the street if you carry his goods at 5 or 50 miles an hour if he gets them in each case 80 hours from the time he hands them in?—I understood the contention to be that it was necessary to carry the traffic at a quick speed.

50746. Surely that means, so far as the public are concerned, a quick delivery from consignee to consignee?—I do not know that the railway companies think that.

50747. If a train runs at 50 miles an hour for 50 miles, and then stands still for 5 hours, that is just the same as if it had run 10 miles an hour all the way, so far as the public are concerned, is it not?—Yes.

50748. Chairmen.—We have had no complaints here about speed of the Irish railways. You say that because there is detention of waggons the railway company think that if they keep the stuff longer on the road there would be a shorter detention of the waggons?—There would be shorter detention of the waggons.

50749. That is your point, is it?—Yes.

50750. You do not draw any deduction from it?—No.

50751. Mr. Ascroft.—The deduction I was dealing with was that the goods train service might be slower. You mean that the running time might be slower, do you?—Yes.

50752. But the total time to the public might be the same?—I do not know about that.

50753. Which do you mean?—I thought I had made myself clear.

50754. There are two explanations of what you said: one is that the public might wait longer for their goods, and the other is that the railway company might manage more economically if they ran at a slower speed?—Paradox me, that is not what I said. I shall repeat again exactly what I wish to go on the Minutes. The extent to which it is alleged the Irish railways are required to afford storage of goods on arrival at destination and the almost general complaint of the railway companies as to detention of waggons under load seem to indicate that the existing goods train service is not an all-round necessary concomitant of the trade of the country. That is what I wish to have on the Notes.

50755. If you do not want to go beyond that I do not attach much meaning to it, and I do not attach much importance to it.

Mr. Croker Beaumont, Solicitor.—May I ask what period of storage is generally allowed on the Continent?—(Witness).—I am afraid I cannot answer that. It has been already given in evidence, and is shown in an Appendix to the Minutes of Evidence. It varies in different countries, but it is practically the same, I believe, as in Ireland.

50756. Mr. Ascroft.—You do not wish then to express any view one way or the other as to whether the total time taken between consignee and consignee is larger or smaller in Ireland than in other countries?—No, because I think that is a factor rather beyond the control of the railway company—it is a matter between the sender of goods—I cannot say consignee, because on the Continent the consignee is frequently the consignee—and the consignee.

50757. The total time that the railway takes when the goods are handed to it at A to deliver them at B is in the control of the company, is it not?—Yes.

50758. Do you care to express any opinion as to whether that time is longer or shorter in Continental countries than in Ireland?—No, because there is no means of ascertaining it. There is a means of ascertaining the time occupied in actual transit from point to point—the conveyance.

50759. The contention of Irish companies is that it is much shorter in Ireland. You agree with that, do you not?—Yes.

50760. You agree with the belief that as in Great Britain that it is much shorter?—Yes.

50761. If that belief were well founded it would be a ground for higher expenses, would it not?—It might be.

50762. How much higher expense, of course, you would not care to say?—No, I have no means of knowing.

50763. You cannot say how much difference in time there is?—No.

50764. But if somebody claimed that the Continental people when they want speed have to pay double, that is true. If they want a speed higher than is given in the ordinary slow service they have to pay double, do they not?—Yes.

50765. In some places they pay as much as four times, do they not?—Yes, for transit by passenger trains.

50766. That shows that some people value speed very highly?—Yes.

50767. And we cannot tell how much faster the Irish service is, if it is faster?—Not from the time of handing in of the goods to the railway until the time of delivery of them to the consignee.

50768. Therefore we cannot tell how much extra they ought to be entitled to charge under that head?—No; you can only tell the times taken for conveyance on the railway from point to point.

No. 10, 1868.

Mr. Philip MacKillop, Treasurer, Inspector, Department of Agriculture.

No complaints as to the speed of Irish goods trains.

A slower rate of speed would mean shorter detention of waggons.

The present speed of Irish goods trains is not necessary. Freed by the storage accommodation required and detention of waggons under load.

The period of storage allowed on the Continent is practically the same as in Ireland.

The time taken between consignee and consignee is much shorter in Ireland and Great Britain than on the Continent.

Higher rates charged for quick transit on the Continent.

\* See Appendix I.

Nov. 10, 1906.

Mr. Tully  
MacNally,  
President,  
Inspector,  
Department  
of Agriculture.

The percentage of Continental traffic carried by quick transit very small.

The bulk of the traffic in Prussia carried at live rates in wagon loads.

Perishable traffic sent by quick service.

The legal limit of time for Continental railroads a measure of protection.

The railways protect themselves by charging more than they really require.

Fines levied when the maximum legal time is exceeded.

In Ireland the trader has no guarantee as to time of transit.

50769. But we can say that speed is valued very highly if we consider the large number of people on the Continent who pay double or even quadruple rates?—I understand the percentage of traffic carried at these high rates is small.

50770. But not small in the class of traffic that ever pays it at all. Clearly, coal is not going to pay it, is it?—No.

50771. Clearly, the bulk goods of the country are never going to pay it?—No.

50772. But the percentage of merchandise traffic which pays it is pretty large, is it not?—Yes, but probably not so large as the percentage that has to pay for quick transit in Ireland.

50773. Have you any grounds for that statement?—I am taking now the impression I have of the enormous volume of heavy goods carried on the Continent as compared to that carried in Ireland.

50774. Chairman.—Mr. Pratt told us 95 per cent. was carried in Prussia at low rates in wagon loads?—Yes. In Ireland most of the more perishable commodities have to go by a service which is quicker than goods service.

50775. Mr. Ascroft.—Have you any figures as to that?—No; I have stated in my evidence that there are no figures available easily.

50776. Except for perishables?—Yes; they require quick transit.

50777. They get quick transit in Germany?—Yes.

50778. Do you suggest that there is not any series of merchandise pays extra rates?—No.

50779. Do you agree that, leaving out perishables, there is a very large percentage of the merchandise traffic which does pay double rates on the Continent?—The percentage of the total traffic so carried is relatively very small.

50780. It is quite trifling, but leaving out the bulk though, the percentage of the goods that could conceivably go at goods rates which does in fact go at these rates is quite considerable?—The percentage of the 5 per cent. I assume Mr. Pratt's figure to be correct.

50781. Mr. Seron.—Does the 5 per cent. include all the perishables?—Yes.

50782. Mr. Ascroft.—I think the statement is that 95 per cent. of the tonnage on Prussian railways is carried in full wagon loads at the ordinary rates?—Yes.

Chairman.—That leaves 5 per cent. for special rates and perishable traffic.

50783. Mr. Ascroft.—Of the 95 per cent. there would be a good deal that would be merchandise traffic carried in ten ton lots, some of them might, of course, be certainly go at express rates, and I did not think it was unfair to say that ten per cent. of the total traffic might possibly be in articles that conceivably would pay a higher rate. I do not want to put the thing too strongly in my own favour. You speak of the legal limit of time being a measure of protection?—Yes, in the sense that so long as it is not exceeded the railway companies are not penalised for delay—the railway administration is a better way to put it.

50784. Chairman.—That applies to Holland and Belgium as well, does it not?—Yes.

50785. Mr. Ascroft.—The railway protects itself from being liable to be sued by charging more time than it really wants?—Yes, as I understand it.

50786. Do you think that is an advantage to the trader. Do you think it would be nice for the trader in Ireland to be told it would be a minimum of one day at each end for loading and unloading, and then a day for every sixty miles carried. Do you think he would like that?—Well, he would know that if that time was exceeded he could demand redress from the railway company.

50787. He can sue or get something?—The Continental railway company has to make an allowance to the consignee for each day beyond the stated time.

50788. In Germany for every day late he gets off a quarter of the rate, does he not?—Yes, without proving any loss. It is a penalty.

50789. Do you think these regulations would be satisfactory for the trade in Ireland?—In our case the trader has no guarantee at all of time of transit.

50790. Do you think they would be as beneficial to the trader as in our case, where the railway company has to justify delay?—That puts upon the individual the case of proving damage.

50791. Chairman.—You will admit that these regulations would never be passed or allowed in this country for one moment?—As a maximum time of transit?

50792. Nobody would ever be able to get those regulations passed in this country?—I do not know about that.

Lord Forster.—In many cases one gets still quicker in Germany than in England.

Chairman.—That is the point. It is only theory, not fact.

50793. Mr. Ascroft.—Do you think the British or Irish public would stand having the Continental system imposed on them?—Of a maximum time for delays.

50794. Never mind in practice. Would they stand those regulations being put up to protect railways?—I am not prepared to speak for the public.

50795. Chairman.—You must know that they would never agree to that?—I do not know.

50796. Mr. Seron.—The Irish and British public would like very well that a time should be fixed beyond which they would be able to get damages for delay without having to prove loss.

#### Examined by Colonel HURSTON P.O.

50796a.—Is that the railway witnesses' view?—Yes.

50797. Do you not think that in some instances, at any rate, the rates which you have taken from Irish stations are paper rates, and that very little traffic passes?—I think that has been put forward on behalf of the railway companies?—Yes.

50798. And I understood from you that you dispute that, and state that in every case where you have given Irish rates there is traffic more or less, but the exact volume you do not determine?—We say the conditions are there for potential traffic, that is to say, there is production at one point, and a market, seaport, or industry at the other.

50799. I understood you went further, and said in nearly every case there was traffic of a larger or smaller quantity which passed between the Irish station which for purposes of comparison had been taken?—No; we cannot say that, because we have not followed the traffic from point to point. We can only take the question of area of production at one point, and market at seaport or some other reason for traffic passing at the other.

50800. Then, in many instances the rates which you have shown are merely class rates which appear in the rate book, but are not working rates?—They are, in the sense that if any traffic offers, they are the only rates that can be charged.

50801. But I understood the railway companies say, if any traffic passed, these rates would not in many cases apply, because they would give special rates, and those would be lower than those shown in the rate book?—I could not take that into consideration in making comparisons.

50802. None of the railway companies so far as I know, have taken the trouble to verify the particular stations to which your rates apply?—As a matter of fact, we placed all our detailed comparison sheets at the disposal of the railway companies. They have had their rates assistants working for weeks on them, and copied every rate we used.

50803. I presume you have seen the Proof that has been put in by Mr. Cowie with reference to the Northern Counties rates and the rates which apply to his particular system?—I have not my observations as his evidence in such a state that I can deal with it. I should like very much, with the permission of the Commission, to keep over my observations on his evidence until later on.

50804. I was going to say, if Mr. Cowie's statement can be substantiated, and cannot be denied, it will completely upset many of the comparisons which you have instituted?—So far as evidence has been given, I have dealt with every rate that has been brought forward as not being correctly included. I have pointed out the area of production and given the reason why I take the connecting point, either because it was a place of consumption or a seaport or manufacturing place where the raw material was required.

I told Mr. Chairman, that as Mr. MacNally asks that these observations should be considered at a later date, we should get him to come back again later on. Mr. Cowie has handed us an abstract dealing with rates on his system as compared with those given in Mr. MacNally's tables?

Chairman.—I think we must take Mr. MacNulty's tables with the explanation which he has given us as to how they were prepared.

Colonel Hutchinson Peck.—Mr. Cowie has gone to the trouble of identifying the stations and distances on his system, and he has shown very clearly that, in nine cases out of ten, the working times where traffic passes are very largely below the figures given by Mr. MacNulty.

Mr. Seefen.—Mr. MacNulty can hardly reply to evidence that has not yet been given.

Chairman.—We will see what value it is to be attached to the evidence Mr. Cowie will give.

Colonel Hutchinson Peck.—So it will be open to question Mr. MacNulty again?

Mr. Shanahan.—Mr. MacNulty has arranged to stay over in case he is wanted.

Jan 16, 1895

Mr. Philip MacNulty, Transport Inspector, Department of Agriculture

Mr. James Cowie, Secretary and Manager, Midland Railway (Northern Counties Committee), examined by the CHAIRMAN.

59305. You are Manager of the Midland Railway Northern Counties Committee?—Yes.

59306. Of whom does that Committee consist?—It is a Committee of the Directors of the Midland Railway of England, appointed under an Act of Parliament to administer the affairs of the Irish section; that is, the old Belfast and Northern Counties Railway.

59307. The Great Northern of Ireland has some connection with it, has it not?—No; purely, the Midland. We are associated, I should say, with the Great Northern Company in certain lines of railway in Donegal.

59308. Several Directors of the old Belfast and Northern Counties Railway are on this Committee?—Yes.

59309. Have you heard or read the evidence given before this Commission by Mr. Tatlow and Lord-Of Pleas on behalf of the various railways?—Yes.

59310. Do you agree generally with the evidence on the various points which they have raised?—Yes; I agree generally with Mr. Tatlow's evidence.

59311. Your railway is situated in a district which differs from other districts in Ireland. Generally speaking, yours is a prosperous manufacturing district?—Yes, it is a fairly prosperous district; a good many manufactures are carried on, and there are in the district certain mineral deposits, which differentiate it somewhat from the rest of Ireland.

59312. With regard to the old Belfast and Northern Counties Railway, can you give us any figures with reference to the passenger traffic?—I have prepared a statement showing the different sorts of cheap tickets that we issue to the public, and the number of each kind of ticket issued during the year 1905. If the Commission would like to have the details, I will read them out.

59313. Just give us what details you have?—Market and Fair tickets we issued during the year to the number of 113,067. We have Saturday to Monday, that is, week-end, cheap tickets, of which we issued 71,662. Then we have what we call Shopping tickets, that is to say, on certain days of the week we give cheap tickets from practically all the stations on the system to Belfast and Londonderry. Of those, we issued 34,294. Of Workmen's tickets we issued 35,246; these are very cheap tickets that we give to workmen going to Belfast. We provide a special train for them commencing early in the morning to bring them in time for their work. Then there are organized excursion parties, we issued 77,456 tickets of that description. For seaside excursions, and excursions connected with sports, regattas, and other similar events, we issued 311,321. Tourist tickets to and from England and Scotland, 14,494, making a total of 366,229.

59314. And the amount in money is?—£259,365.

59315. How does that compare with the total receipts from passenger traffic on your railway?—As far as the receipts are concerned it amounts to 44·48 per cent.

59316. Say, 45 per cent?—Almost 45 per cent. And as regards the number of passengers, it represents 53·27 per cent of the total.

59317. Colonel Hutchinson Peck.—Have you any Sunday tickets?—Yes; we issue single fare tickets for return all over the system on Sundays, but it is difficult, without a great deal of trouble, to ascertain the number, because we use for that purpose simply ordinary single tickets. I could get out the number if desired.

59318. Then have you any weekly tickets between Derry and Belfast, or anything of that kind?—We have; they are included in this statement which I have just explained.

59319. Mr. Seefen.—If I wish to go from Belfast to Derry on a Sunday, you issue to me an ordinary single ticket available for use as a return ticket on the same evening?—Yes.

59320. Chairman.—You have some system of 8-day contract tickets?—Yes. I was just about to explain that that is another kind of ticket we issue; it is for the benefit of tourists coming from England or Scotland to the North of Ireland. We give them, on production of their cross-Channel ticket, a ticket which enables them to travel for a week over the system, without let or hindrance, at very moderate prices; 30s. 1st class, 15s. 2nd class; and 10s. 3rd class. Those tickets, which we began to issue in 1900, have become very popular, and their issue is increasing very rapidly every year.

59321. Then I see you have a similar system to what used to be in operation in England: villa tickets?—Yes.

59322. As to the villa tickets, if a person builds a house in a certain neighbourhood you give him a ticket for a certain period?—Yes; we give a 1st class ticket for 10 years, or a 2nd class ticket for 10 years, according to the valuation of the house.

59323. Mr. Seefen.—As to the Sunday tickets, if you issue a ticket to Derry from Belfast you do not know whether the holder will come back or not?—No.

59324. He could use the ticket to come back?—Yes.

59325. Or, on the other hand, if he goes to Derry and stops there he pays the same?—He pays the single fare.

59326. Do you return that as two journeys or as one journey?—It is reckoned as one journey. We issue ordinary single tickets, dating them on the back at both ends to indicate a Sunday return ticket.

59327. But for the purposes of your return to the Board of Trade as to the number of passengers, those tickets count as one journey and not as two?—They count as one journey.

59328. I may take that as correct?—Yes.

59329. Mr. Seefen.—Unless the ticket is presented on the return journey?—It is not even then reckoned as anything but a single ticket. The statistics are prepared upon the issues, and we issue a single ticket which is treated as single throughout.

59330. Mr. Seefen.—If, as a matter of fact, you issue 100,000 of these tickets, and only 100,000 of the passengers make the return journey, the number of passenger journeys returned to the Board of Trade is 100,000 less than the actual number?—The return is subject to that qualification.

59331. Colonel Hutchinson Peck.—I see there is a rather important privilege which you extend to holders of villa tickets according to p. 4 of your proof?—Yes; for holders of villa tickets to Belfast we carry parcels between Belfast and their home stations at a booking fee of one penny each, at owner's risk, up to 112 lbs. per day for 1st class ticket holders; and up to 60 lbs. per day for 2nd class ticket holders.

59332. I think that is a privilege which is confined to your system. I do not know of any other Irish railway company which extends a similar privilege?—I may say that the same privilege is extended to season ticket holders.

59333. Chairman.—I wish you would explain that. Suppose I had a villa 30 miles from Belfast, and it was of sufficient value to entitle me to a 1st class ticket, then I could get into Belfast and buy fish or groceries and send them to my home station by your train for a booking fee of a penny?—That is right.

59334. Up to 112 lbs.?—Up to 112 lbs. per day.

59335. Could I do that every day?—You could do that every day. And the same applies to holders of full-priced season tickets. Season tickets are issued at full price for adults, and reduced for youths from 14 to 21 to two-thirds, and to children, one-third.

59336. In other words, you carry their goods, practically say of their purchases, free?—Practically free, simply a booking fee of a penny.

Mr. James Cowie, Secretary and Manager, Midland Railway (Northern Counties Committee).

Practical contract ticket for the whole system issued to cross Channel passengers.

The number largely increasing every year. Confined to holders of villa tickets. Particulars re Sunday tickets.

Cheap parcels sent gratis to holders of villa tickets.

The same privilege extended to season ticket holders.

Nov. 10, 1906. 50037. And at their own risk?—At their own risk, 50038. They have to fetch them away from the station?—Yes.

50039. And they have to deliver them to the station?—They deliver them to the station, or they may deliver them to a central city office in Belfast. We charge twopenny from that point, because the parcels have to be carted down to the station.

50040. Mr. Norton.—Do you know of any other railway which makes a similar concession?—I think the same applies to the County Down.

50041. To any other?—Not that I am aware of.

50042. Mr. Ascroft.—If you were a fishmonger in Ballymena would it pay you to take a season ticket, even though you never travelled, in order to send such parcels?—These parcels are intended to consist of goods for home consumption.

50043. You claim a right to control the practice?—A right to control the practice to that extent.

50044. If a fishmonger were procuring fish every day in this manner you would cease the practice?—Yes.

50045. Unless he sent it to his villa?—Unless he sent it to his villa.

50046. Chairman.—I mean it goes to a private house?—Yes, to encourage residents outside the city of Belfast.

50047. Do you find that concession an advantage to the railway?—We think it is. It encourages the building of houses outside, and it is beneficial to those who can afford to go outside.

50048. Colonel Hutchinson Pae.—It must very seriously affect your parcels traffic?—We have a very good parcels traffic apart from that.

50049. Of course, it is an enormous concession. The first-class passenger can carry 1 hundredweight of parcels every day in the week, and the second class passenger half a hundredweight?—Yes.

50050. Chairman.—I take it the passenger need not travel at all?—Not necessarily.

50051. How long has this system been in operation?—For at least thirty years or more.

50052. It must have been an enormous advantage to the district?—It is greatly appreciated.

50053. And on the whole you are satisfied that it has been of advantage to the railway?—I think so.

50054. Indirectly?—That is what I mean. A man takes his family of five or six persons to live in the country; some members of the family, particularly when they grow up, have to go to business in Belfast, and they take season tickets. The children also have to go to school.

50055. Mr. Scarce.—All the residents of the villa, except one, pay you passenger fares?—Yes.

50056. Mr. Ascroft.—For the first ten years you get nothing out of the villa residents himself or out of his parcels?—No.

50057. And as long as his wife is kept at home with the young children you get nothing out of his family?—Except when they travel occasionally.

50058. Very occasionally; and what you get out of the merchandise is not much?—There is not much in that. To these suburban places we do not carry any heavy goods, or we carry very little.

50059. Chairman.—With regard to the goods and the mineral traffic using the line, as you make liberal arrangements for the passengers, I presume you are also as liberal in the provision of any accommodation necessary to the development of goods traffic?—We do our best to develop what resources we find in the country.

50060. In cases where low rates are necessary to develop a traffic it has been your practice to grant those low rates?—Yes.

50061. And to afford facilities in other directions?—Yes.

50062. Does that apply, for instance, to the salt-mining at Carrakfergus and Kilroot?—Yes. Salt mines are worked there, and we give them very low rates to practically all parts of Ireland, showing a reduction of from one-third to one-half on the ordinary rates. We put private sidings into each of these mines in order to facilitate the output.

50063. What is the output for the last year you have in your proof? What is the tonnage carried by the railway?—28,017 tons was the quantity carried during the year 1905.

50064. Is that traffic still going on?—It is still going on. It is a pretty old industry now, and the

salt is distributed over practically all parts of Ireland.

50065. Let us get particulars on the notes. To how many stations in Ireland have you through rates for this particular traffic? You say the traffic is distributed through practically the whole of Ireland, and you have arranged through rates for that traffic?—We have.

50066. To how many stations have you already arranged through rates?—We have such rates with 235 stations on other companies' lines.

50067. And therefore, in your judgment, everything that can possibly be done as far as your company is concerned has been done to develop that industry?—Yes.

50068. Will not the same remarks apply generally to other industries, such as iron-ore mining?—The same remarks apply to the iron-ore industry.

50069. And also to stone-quarrying?—Yes.

50070. And to the brick-making?—Yes.

50071. And to the lime-burning?—Yes.

50072. In all these cases, may I take it that, to develop these particular industries, you have had to make very low rates below the ordinary rates?—Yes.

50073. Will you give us some typical rates for stone?—We carry broken stone from Whitehead to Belfast, a distance of 14½ miles, for 1s. per ton.

50074. Do you find wagons in consideration of that 1s. per ton?—We do. I should explain that there is very keen competition in the stone traffic for Belfast supplies, and to keep some of these quantities open we have to carry at a very low figure.

50075. Are these 20-ton wagons?—Various wagons.

50076. What is the average of your wagons?—8 tons?—8 tons would be about the average.

50077. You get 6s. for a wagon-load of stone for those 14½ miles?—That is 1s. per ton for 6 tons.

50078. I say, 6s. for a wagon-load?—Yes.

50079. 1s. a ton. That seems a very low rate. Of course the loading and the unloading are done by the worker and the consignor?—Yes.

50080. Give us another rate?—From Magheranore to Belfast, 19½ miles, the rate is 1s. 2d. per ton. From Larne to Belfast, 22½ miles, it is 1s. 4d. Then at the other end of the line we have a quarry at Castlereagh, and we carry stone to Londonderry, 29½ miles, for 1s. 6d. per ton.

50081. Have those low rates developed the traffic on your railway?—Yes; they have.

50082. What was the quantity carried during 1905?—32,886 tons.

50083. Is that traffic still going on?—That traffic is pretty constant.

50084. Does it increase?—Well, I think it has probably arrived at a stationary point.

50085. Will not your remarks apply generally, as I said just now, to the lime-burning and the brick-making?—Yes.

50086. Of course lime is largely used for agricultural purposes?—It is.

50087. And therefore it is necessary to have very low rates of transit. Can you give us any figures showing what rates are in operation on your line for lime? Just pick out about three or four?—We have a rate from Ballynary to Ballyclare Junction, 14 miles, 1s. 2d. per ton for 6 ton loads.

50088. Do you find wagons for that?—We find the wagons. There are no owners' wagons on our system at all.

50089. You supply wagons for everything?—We supply wagons for everything.

50090. I do not know whether you make an extra charge for the wagon?—We do not make an extra charge. The rate from Ballynary to Ballymena, 27 miles, is 2s. 6d. per ton; from Magheranore to Drogheda, 57 miles, is 2s. 9d. per ton. Glynn to Drough, 28 miles, 1s. 9d. per ton.

50091. These are examples of your rates for lime, whether for agricultural purposes or for building purposes?—Yes.

50092. Mr. Scarce.—It has been said that lime is so generally found throughout Ireland that it is not to any extent carried by rail?—We carry it for considerable distances, up to 40 miles.

50093. Chairman.—Another important traffic affecting the agricultural industry is, of course, the Belfast City Council manure and the (ferryed) manure?—Yes; we carry a considerable quantity of manure from Belfast.

The concession as advantage to the railway.

The building of houses outside Belfast encouraged thereby.

The storage-tanks in operation thirty years.

Benefit derived from the system of villa tickets.

Every effort made by the Company to develop the resources of the country.

Low rates granted where necessary to develop traffic.

The reduction in rates given to develop the salt-mining at Carrakfergus and Kilroot.

Private sidings introduced into each of these mines to facilitate the output.

The tonnage carried during 1906.

50894 Have you done anything to encourage that traffic in the interests of agriculture?—We have given very low rates for one thing, and we constructed a loading dock in the Belfast goods yard for the express purpose of facilitating its despatch.

50895 What quantity have you carried, say, from Belfast?—We carried 10,000 tons last year.

50896 That is in 1927?—1927.

50897 That is 10,000 tons of town manure?—Yes; street sweepings, contents of ashpits, &c.

50898 Do you charge the same rates for manure as for bricks and lime?—We charge rather lower rates for this manure.

50899 And do you find wagons also?—We find wagons also.

50900 Give us two or three examples of your rates from Belfast?—Belfast to Ballyclare, 15 miles, 1/3 per ton in wagon loads of 6 tons; Belfast to Muskeam, 19 miles, 1/3; Belfast to Staffordstown, 22 miles, 2/- per ton.

50901 Colonel Hutchinson P.C.—That is in 6-4 ton lots?—Yes.

50902 Most of this traffic is under the heading of minerals?—Yes.

50903 What proportion does this particular traffic bear to your total mineral traffic? Can you say?—I cannot say off-hand.

50904 I took the trouble to add the tonnage, and I think you will find the figures you gave us represent 300,000 tons, while your total mineral traffic for 1926 was 385,000 tons. I think you may take that from the Board of Trade returns. So that, roughly speaking, 50 per cent. of your mineral traffic is carried at these exceptionally low rates?—Probably it is.

50905 Chairman—I am assuming that other mineral rates are also on a very low scale?—They are. There are some special items.

50906 Colonel Hutchinson P.C.—I think you pointed out that most of these commodities are carried at a 50 per cent. reduction on your ordinary rates, and that represents one-half of your ordinary mineral traffic carried at a 50 per cent. reduction?—Yes.

50907 Chairman.—Is there much paper manufactured in your district?—Yes; we have a large paper mill at Ballyclare.

50908 Have you done anything, as a railway company, to encourage that industry?—We have. The railway company laid sidings into the works there, whereby the wagons conveying the raw materials may go straight in to the place where the materials are to be deposited.

50909 Mr. Ascroft.—Have you put in these sidings at your own expense?—In most cases that is so.

50910 You have supplied these sidings on the traders' property?—Yes. The paper mill company have paid nothing towards the sidings.

50911 You actually carried your rails up to their door?—That is so.

50912 Do you make them any charge for working?—No.

50913 Chairman.—I understand the rates you have given us include everything into the sidings?—Of course, we put the wagons on the sidings; the railway company do this work, and the Paper Mill Company place the wagons wherever they are wanted.

50914 Mr. Ascroft.—But you make no charges for unloading the goods?—No.

50915 In no case for a private siding?—In no case for a private siding.

50916 Chairman.—You have not to signal?—No.

50917 You use a lock and key, I suppose?—Yes.

50918 Mr. Ascroft.—In most heavy traffic we may take it that the rate is a siding-to-station rate, and that there are no charges beyond that?—No charges beyond that.

50919 Chairman.—With regard to paper manufacture, you said you put in sidings and carry the raw material at a very low rate. Do you consider, or do you know, that what you have done as a railway company has had the advantage of developing this particular industry?—There is no question about it.

50920 And without your facilities it could not have been developed?—No. The industry has to contend against very keen competition for the sale of the paper. The company are competing against paper mills in Lancashire, and that the company have been successful in the competition is due to these facilities.

50921 Can you give us an idea of what is the amount of the traffic? Can you tell us the tonnage

you deal with for that one firm in a year?—It amounts to about 37,000 tons annually.

50922 Mr. Ascroft.—The total of the raw material?—And the manufactured articles.

50923 Chairman.—Everything in and out?—Everything in and out.

50924 Can you give the rate from Ballyclare to Belfast? I suppose most of the paper goes to Belfast?—A large quantity goes to Belfast for shipment. We carry that for 2/6 per ton from station to station. That does not include delivery.

50925 The distance is 15 miles?—Yes.

50926 And the ordinary rate for that would be about 7s. That is, for the manufactured article; and you carry it for half-a-crown?—5s. 5d. would be the ordinary class rate.

50927 Mr. Ascroft.—No doubt the company supply Belfast with paper?—They supply a quantity to Belfast; they do not supply Belfast entirely. It is a particular class of paper that they make, and it is very largely shipped to cross-Channel points, and they have a good deal of foreign shipment as well.

50928 Chairman.—From the tonnage that you have given us, it seems that the trade is extensive. Do you know whether it is successful?—Yes; it has been highly successful.

50929 You have another important industry there, the bleaching, finishing and dyeing of cotton and linen goods?—Yes, that industry has developed enormously in the North of Ireland during the past 30 years. It is chiefly concerned with Manchester cottons.

50930 The cotton comes to this place to be bleached, I suppose?—Yes. The cotton is sent out in the rough state from Manchester to these dyeing and bleaching places in the North of Ireland, where it is finished so as to be ready for the market, and is sent back to Manchester.

50931 Is that a prosperous industry?—It is at present in a rather depressed condition.

50932 Owing to the strike?—Yes. But when the cotton trade is brisk this business also is brisk.

50933 It fluctuates with the fluctuations of the cotton trade?—That is so.

50934 At any rate, as far as your company is concerned, you have endeavored to cultivate trade by making suitable rates to encourage the traffic?—Yes, I think we have fairly succeeded in doing that.

50935 Put up the notes two or three instances of your low rates?—I may mention that there are sixteen firms engaged in this business throughout our district. The rates are:—Between Belfast and Carrickfergus for cotton and linens, a distance of 9½ miles, 2s. 2d. per ton station to station.

50936 That is for any quantity above 3 cwt.?—That is so. Other rates are:—Belfast and Larnagh, 15 miles, 3s. per ton s. to s.; Belfast and Larnagh, 33 miles, 4s. s. to s.; Belfast and Ballymena, 33 miles, 7s. 6d. per ton, including cartage in Belfast.

50937 That ought to be sufficient. Now, it would perhaps be interesting to know what was the quantity carried in 1926?—In 1926 we carried 25,070 tons.

50938 Colonel Hutchinson P.C.—With regard to the through traffic, that is, the raw cloth coming in and the finished cloth going out, can you say whether there is any difference in the charge made?—No difference.

50939 The same price is charged for the finished article as for the raw?—Yes.

50940 We had evidence with regard to Derry; and it was said that there should not be a difference between the bleached and the unbleached. The through rate inwards and outwards is the same for the finished and the unfinished?—Yes.

50941 That is that the stuff comes in from Manchester brown for bleaching, and is returned bleached?—Yes.

50942 My point is, is there a lower rate for the imported raw article than for the finished article going out?—This traffic is really not looked through from Manchester to the interior; it is looked from Manchester to Belfast, and then we carry it at the local rates between Belfast and the finishing centres.

50943 Chairman.—Whether it is bleached or not bleached the material is what we call yarn?—No sir; this is the cloth.

50944 Well, then, cotton cloth, whether it is finished or not, is cotton cloth?—That is so.

50945 Is not the rate the same for cotton cloth,

Nov. 10, 1928.

Mr. James Cowie,  
Secretary and Manager,  
Midland  
Railway  
(Northern  
Committee  
Committee).

Tonnage of  
traffic is sent  
from Bally-  
clare Paper  
Mills.

The rates  
charged

The manufac-  
tures very  
largely  
shipped to  
cross-Channel  
points.

The bleaching  
industry—

Developed  
in the North  
of Ireland.

Instances of  
rates charged.

Number of  
firms engaged  
in the trade  
in the North-  
ern Counties  
District.

Quantity  
carried in  
1926.

The same  
rate charged  
for the  
finished  
product as for  
the raw  
material.

Nov. 10, 1886.

Mr James  
Cowie,  
Secretary  
and Manager,  
Midland  
Railway  
(Northern  
County  
Committee).  
The Bleaching  
Industry—  
etc.

The same  
local rates  
charged for  
the cloth  
whether  
bleached or  
unbleached.  
Spinning and  
weaving  
industry.

Number of  
inland mills  
and factories  
on the  
Northern  
County Line.  
Development  
encouraged  
by granting  
rates consider-  
ably lower  
than the  
ordinary.  
Tonnage of  
flax, yarn,  
and linen  
carried in  
1886.

Amount of  
complaint  
against the  
Northern  
County  
railway.

The question  
of the rebate  
on through  
rate, Liver-  
pool to Bally-  
more.

Not given by  
the Company.

Rebate on  
coal traffic,  
Belfast to  
Cockstown.  
Given by both  
Midland and  
G.N.R. Com-  
panies, but all  
persons  
interested  
advised.

whether bleached or unbleached?—It is, locally, with ourselves; but I believe there is a difference so far as the cross-Channel traffic is concerned.

Colonel Hutchinson Peck.—We had many complaints of differences at Derry, where people had to pay a considerably higher rate for the bleached than for the unbleached.

50046. Chairman.—Mr. Cowie, you have explained that the cloth comes to Belfast, and that your local rates are then charged. So far as you are locally concerned, you are charging the same rate for the bleached as for the unbleached?—Yes.

50047. Is it within your knowledge that the Belfast Steamship Company charge the same both ways?—I believe there is a difference; that the brown cloth is cheaper than the finished cloth.

50048. Now, with regard to spinning and weaving, that is also an important industry in your district?—Yes, there is a great deal of it carried on. We have twelve inland mills and factories on the Northern County line, and in that case also we try to encourage development by giving very low rates.

50049. Considerably lower than the ordinary?—Yes.

50050. In other words, I may take it from the whole of your evidence, that all the articles we have discussed are carried at special rates altogether below the ordinary?—That is so.

50051. And it is the same with regard to the spinning and weaving industries?—Yes.

50052. What was the tonnage of flax, we will say, carried by your railway in 1885?—We carried 10,600 tons in that year.

50053. How much of yarn?—12,826 tons.

50054. Of linen?—15,065 tons.

50055. I have been looking through the statements you have furnished with regard to what you call rebating evidence, and I find that a great deal of it has been already dealt with by Colonel Ffowles and Mr. Tallow. But these are small local matters to which, of course, they do not refer. Personally I do not think those are of sufficient importance to occupy your time. So if you can peek out any particular point that you consider of importance, and that you wish to explain, we will get it on the notes. Do you follow my meaning?—I follow what you mean. I have prepared and sent in an answer to every complaint, small or great, that has been made against my company. Of course, if you say that some of these complaints are not worth replying to I am perfectly satisfied.

50056. Very well. I may say there has been very little complaint made against your railway in any shape or form?—Well, a good lot of them, I must say, are trivial.

50057. So trivial that I do not think our time need be occupied with them. Any point that you, on consideration would like to mention will, of course, receive our attention.

50057a. Mr. Anwirth.—The second point raised is this, there was a statement that the through rate from Liverpool to Ballymore is 10s., subject to a rebate of 2s. 6d. What you say is that there may be or there is a rebate given by the steamship company?—Yes; we make no rebate.

50058. No rebate there?—That is so.

50059. Are these any rebates at all on your system?—There is one instance of a rebate on my system, that is, in regard to coal from Belfast to Cockstown. We were driven into that by a rebate having been offered by a neighbouring company, and very much against my will. That is the only instance of a rebate that we have. In that case we specially advised every person interested in the coal trade both at Belfast and Cockstown, so that they might all know what we were doing.

50060. That rebate exists now?—It exists now.

50061. Given both by you and the Great Northern?—Yes.

50062. It is a rebate for quantities, is it not?—No; it is irrespective of quantity.

50063. What do you mean? There is a rate in the rate book?—There is a rate for 5-ton lots of coal from Belfast to Cockstown, and we both give a rebate of 4d. per ton for all the traffic that is carried.

50064. Irrespective of quantity?—Irrespective of quantity. It is subject, of course, to wagon-loads; that is all.

50065. Coal is the only article, is it?—Coal is the only article.

50066. And you both give at 1?—We both give it.

50067. And you give it to all traders?—We give it to all traders.

50068. What is put in the rate book?—It is not in the rate book; it was specially advised to all the traders.

50069. Then you are charging to every trader a rate which is not in the rate book?—We are giving them an allowance.

50070. A sum that is not in the rate book?—That is so.

50071. Do you defend that practice?—No; I do not attempt to defend it.

50072. Why do you not put your rate at 4s. 6d. and have done with it?—It is hardly possible to deal with it in that way, because I am hopeful that we may be able to agree amongst ourselves to stop this. I think it is a very foolish thing to do.

50073. You hope to get it back to 5s. 1?—I hope to get it back at the correct rate, 4s. 10d.

50074. Then certain people will have a shot at you before the Commission and will try to put it down again to 4s. 8d. 1?—We are quite prepared to meet them if necessary.

50075. Lord Purser.—Does that relate go to all other traffic?—It is not made on any other traffic at all.

50076. It is given on coal only?—It is given on coal only.

50077. If you send 50 tons of stone you would not get a rebate on that?—No; it applies only to coal.

50078. Mr. Anwirth.—There are no conditions attached to it of sending other traffic by your system?—No conditions whatever.

50079. Colonel Hutchinson Peck.—There is one other instance. Mr. Currie, of the Harbour Board, said that for 200-ton lots of coal from Larne to Ballyclare a special rebate of 6d. per ton was given, and that it was refused for coal from Belfast to Ballyclare?—We do not give a rebate there at all. We have a rate in the rate book for 100-ton lots of coal from Larne to Ballyclare of 1s. 6d. per ton, which is 6d. below the rate for a small quantity.

50080. Do you have a similar rate for coal from Belfast to Ballyclare?—We have only one rate from Belfast to Ballyclare. If I may deal with that, Larne is distant from Ballyclare, 11½ miles, and Belfast, 15 miles. The rates from Larne are 2s. per ton for 5-ton lots, and 1s. 6d. per ton for 100-ton lots. Proportional rates from Belfast would be 2s. 3d. for 5-ton lots, and 1s. 3d. for 100-ton lots. But at Belfast the railway company distributes and collects the wagons on the quays, which costs about 4s. per ton. No such work is done by the company at Larne Harbour. That would bring the Belfast proportional rate up to 2s. 7d. for 5-ton lots, and 2s. per ton for 100-ton lots. But we carry any quantity from 5 tons upwards at 2s. per ton, so that if there is any disparity in the rates Belfast has the advantage rather than Larne.

50081. But the point Mr. Currie raised was that he had reason to believe that some trader had applied for a special quotation for a 100-ton lot from Belfast to Ballyclare and had been refused?—I am not aware of any such application. But I would refuse it if I were asked for it.

50082. Lord Purser.—That is, people always try to get the same rate from Belfast to Ballyclare as from Larne to Ballyclare?—They do; but they are not entitled to the same rate. Belfast is 15 miles distant from Ballyclare, and Larne is only 11½ miles distant, and we perform at Belfast services which we do not perform at Larne. Therefore Belfast ought to pay a higher rate than Larne.

50083. Colonel Hutchinson Peck.—But the Larne rate surely includes some services, does it not?—It includes no services whatever, except lifting the wagons and taking them away to their destination. Our sidings are alongside the quay at Larne Harbour, and the Harbour authorities at Larne take the wagons out of our yard and dispose of them on the quay; they collect them on the quay and place them on our sidings.

50084. You say that the rate from Larne is 2s. 1?—For 5-ton lots.

50085. And that that includes nothing except actual railway charges?—That is so.

50086. But surely, unless I am wrong in my calculations, the maximum statutory rate for 11½ miles would be only 1s. 10d. 1?—I make it that the maximum is 2s. 4d.

50087. *Lord Pirrie*—The 11½ miles you speak of is not from Larne to Carrickfergus Junction. Do you not take the goods by the nearest route?—Yes.

50088. Although you frequently carry goods, for your own convenience, by a longer route, do you not?—No, that is not so. The great bulk of the traffic is carried by the shorter route, the narrow-gauge route from Larne to Ballyclare.

50089. *Mr. Scotson*—You carry it at the same rate by your broad gauge via Greenisland; but that traffic is only a minute fraction of the whole?—It is only a minute fraction, and is carried only when we run short of narrow gauge wagons.

50090. So that a ship may not make a tale, or on such a special occasion?—That is so. I think that what Mr. Currie wants is to get the same rate from Belfast direct to Ballyclare as we charge by the narrow gauge route from Larne to Ballyclare; the same rate as we charge by the shorter route.

50091. *Lord Pirrie*—The Chairman asked you was there any special point which you wished to put before the Commission yourself, as being one of such importance that you would like to put it upon the table?—One matter has been referred to by a number of witnesses in regard to the cattle trade, and that is the question of owner's risk and company's risk. It is not in my proof, but I should like to mention it because the point has been emphasized since my proof was sent in. It may be interesting to the Commission to know what has been my experience in regard to the question of owner's risk and company's risk in dealing with the cattle traffic. During Mr. Tatlow's examination the question was raised. We used to be troubled a good deal with claims for injuries to cattle looked through from our stations to places in England and in Scotland. The injuries, or the alleged injuries, almost invariably occurred on the other side of the Channel through the cattle getting down to the wagons, and being trampled upon. But we found that that was not the result of neglect or carelessness on the part of the railway companies, but arose chiefly because the animals were tired out after a long day's fast and travel, and as the contract was always made with my company I had to deal with the claims. The cattle were carried under owner's risk conditions, and the claims were sometimes contested. The dealers thought it a hardship that their cattle should be injured, and that they should get no compensation. To try to make the relations more agreeable between the dealers and the companies, I interviewed several of the more important dealers, and discussed the question from the standpoint of each party. Ultimately I suggested the adoption of company's risk rates, 10 per cent. higher than the owner's risk rates, which arrangement would enable the dealers to be paid reasonable compensation promptly on proof of injury or death during transit.

50092. *Mr. Ascroft*—Including the ship transit?—No; I should exempt the ship transit. We had owner's risk rates throughout; and I proposed to make owner's sea risk rates, that is to say, company's risk on land, and owner's risk at sea.

50093. *Lord Pirrie*—You did not take the risk via Stranraer?—No. The arrangement we proposed was received with great satisfaction; and it promised to be a solution of past troubles. The result, however, has been that during the year 1907 only 162 head were booked at the higher rates out of a total of 27,742. Our offer was to give them a rate of 10 per cent. higher than the owner's risk rate, and insure the cattle against injury on both sides of the Channel. We made it widely known amongst the dealers; called attention to it specially when booking their cattle; but we find that they rarely if ever choose the insured rate.

50094. They take the risk rather than pay the 10 per cent?—That is it.

50095. Which is a very much lower rate than was the original railway rate?—They worked on the owner's risk rate throughout. It was a pretty low rate, and to avoid the contention that was continually going on between the dealers and the companies I made this suggestion to the dealers, and they hailed it with great satisfaction, and said it would be a solution of their difficulties.

50096. But they did not book by it?—They have not taken advantage of it.

50097. *Mr. Scotson*—How would that 10 per cent.

of the railway rate compare, for instance, with the Ocean Company's rate of 4s. 3d. per £100 of value?—I think very favourably indeed, because the Ocean Insurance Company compel the owner of the cattle to insure all his cattle. There was no such compulsion in this case. The dealers could choose whether they would insure some or all.

50098. And in case they chose to insure, how would the rates compare, as a matter of finance?—If you take it at 10 per cent. on the through rate, it would have amounted to about 8s. per wagon. A wagon of cattle, I reckon, would be valued at about £100.

50099. About double the Ocean rate?—About double the Ocean rate, of course, with the proviso that I have just mentioned; in the case of the insurance company they compel the owner to insure all his cattle. In our case the owner can choose a bad day to insure, and can leave the insurance alone during good weather. I think, on the whole that our offer was even more favourable than that of the insurance company's.

50100. If the owner insured at all with the Ocean he would have to insure everything, while you allowed the owner an option as to how many he would insure?—Yes.

50101. Now, *Mr. Nisbet* gave evidence that the Great Southern paid an indemnity of claims about £240 a year on £150,000 of cattle traffic receipts, and that even half of that £240 was paid voluntarily. If the actual damage on your system was at all proportionate to that on the Great Southern one could understand the farmers proceeding on a non-insurance basis?—The claims are very small.

50102. The farmers find by experience of your system, at any rate, that the game of insurance is hardly worth the candle?—I suppose they have come to that conclusion.

50103. *Mr. Ascroft*—What did you insure? did you insure absolutely at practically carrier's risk, or did you give them only what the ordinary law would give them for that 10 per cent? I did you or did you not cover inherent vice?—If inherent vice could be proved, of course, the insurance would not apply.

50104. You did not cover that risk?—The insurance covered what I may call accidental injuries.

50105. You practically covered only injuries from your own action, or something of that kind, did you not?—Not only from our own action, but from the condition of the animals themselves; that is to say, if an animal was tired and lay down and got trampled upon the owner would get compensation.

50106. You charged the full 10 per cent. on the whole rate, did you?—We charged the full 10 per cent. on the whole rate.

50107. But the insurance, for which the 10 per cent. was given, applied to only half the risk, so to speak?—It was practically the whole risk.

50108. Surely the risk on sea must be greater than for the same number of miles on shore?—No; the risk at sea is practically nil. The claims always arose on the conveyance on this side of the Channel; that is, on the English side. The sea passage is very short.

50109. And the cattle stand up securely?—Yes. The steamers are very fine, there is a short sea passage, and the sea journey does them no harm.

50110. *Lord Pirrie*—But you are speaking principally of the Stranraer route?—Of the Stranraer route entirely.

50111. *Mr. Ascroft*—These remarks do not apply to Belfast?—No.

50112. *Mr. Ascroft*—As a matter of fact, the risk of damage on the steamer is exceedingly small?—It is.

50113. You have very few claims?—Very few.

50114. And you agree that this is the experience of all the cross-Channel carrying companies?—It is our experience in connection with the Larne and Stranraer steamers, undoubtedly.

50115. I may take it that the cross-Channel trade is not a very serious risk for the cattle-owner?—It depends altogether upon the style of steamer whether the risk is great or small. There are plying in the Channel some small steamers with which the risk is very considerable.

50116. But taking all the steamers which are engaged in that trade, the greater steamers of the well-recognized lines which are subject to the requirements of the Agricultural Department, and so on, they are all properly fitted, and there are very few cases in which accidents occur?—I agree.

Nov. 10, 1908.

Mr. James Cowie,  
Secretary and  
Manager,  
Midland  
Railway  
(Northern  
Division)  
Committee.  
The question  
of cattle  
insurance.

The proposed  
insurance rate  
compares very  
favourably  
with that  
charged by the  
Ocean Insur-  
ance Co.

The amount  
paid by the  
G. & W.  
Co. for cattle  
claims.

The proposed  
insurance  
covered  
accidental  
injuries.

And was re-  
ferred to and  
transit.

But the sea  
risk is practi-  
cally nil.

Very few  
claims for  
damage on the  
Stranraer  
steamers.

The steamers  
all well fitted  
and very few  
accidents  
occur.

Nov 10, 1903

Mr. James  
Cowan,  
Secretary and  
Manager  
Midland  
Railway  
(Northern  
Counties  
Committee.)

The question  
of insurance—  
not.

The arrange-  
ment optional.

51017. Mr. Asenath.—You would agree, I suppose, that the 10 per cent. is very good business for you. The risk is not great?—The 10 per cent. would be very good business if we got it on all the traffic. But seeing that the shippers have the option of insuring when they like it is not too much for the risk.

51018. I am slightly puzzled. I should have thought that when the weather was bad you would have a sea risk much greater than on land, but you tell me that the sea risk is practically nothing?—It is almost nil.

51019. I do not see what advantage a man has in being able to insure sometimes and not at other times. What difference would there be?—We found that the effects of the journey were always made apparent when the animals were being carried on the English and Scottish side of the Channel. The sea transit, I suppose, on a bad night, would have some effect upon them, but still they did not sustain any injuries on the sea journey.

51020. Lord Pirrie.—A bad market at the other end of the journey has nothing to do with the claim for compensation?—I do not know.

51021. Mr. Asenath.—How long is it since you first allowed this option?—We started on the 1st February, 1904.

51022. And judged by the actual results—that is, by the actual damage sustained—the farmers were right in not paying the 10 per cent?—I do not know about that.

51023. I mean, suppose they had generally paid the 10 per cent. would they have benefited by this time?—They would not undoubtedly, if they had paid 10 per cent. on all the cattle they shipped. If they paid on all their cattle the 4s. 6d. per £100 worth I do not think they would benefit.

51024. Then they did the right thing for themselves?—I should say so. I should do the same too.

51025. Mr. Asenath.—But if instead of 10 per cent. you charged them 3, they might take it?—I do not think it would make the slightest difference.

51026. But it would bring you home; it would cover you?—It would cover as if we got it on all the traffic.

51027. Colonel Hutecheon Poe.—In your proof Mr. Boyd refers to the difficulty of getting a through rate from Dungiven via Larne and Stranraer, but I think at the time Mr. Knox stated that the custom in the North of Ireland is to ship cattle to the port, and re-book them thence. There are no through rates given as regards to cattle?—We have extensive booking arrangements for cattle via Larne and Stranraer.

51028. Mr. Boyd's contention was that, in order to get the benefit of a through rate from Limerick, he had to send his cattle back to Dungiven and book them from Dungiven, and the reply was that the through rate was given at the instance of the Board of Works when the arrangement was made for the working of the Dungiven and Limerick line?—That is correct.

51029. And that through rates did not generally apply to cattle on your system. That was, I understood, his argument?—But, as a matter of fact, any cattle shipped from Limerick for Charlie via Larne and Stranraer were not sent back to Dungiven; they were sent straight to the Port of Larne and shipped there.

51030. Well, that was the traders' complaint?—There is no foundation for it.

51031. Colonel Hutecheon Poe.—Mr. Knox even went so far as to say that he did not see why through rates for cattle should not apply to Limerick the same as to Dungiven.

51032. Lord Pirrie.—Your statement is that that is entirely inaccurate?—It is inaccurate to say the cattle were sent to Dungiven and sent back from Dungiven in order to get the benefit of the Dungiven through rate.

51033. Have you a through rate from Limerick via Larne and Stranraer?—We have no through rate from Limerick. Through rates were given, as you state, from Dungiven via Larne and Stranraer at the instance of the Board of Works when the question of renewing the working agreement was brought up. It was considered undesirable to have even those through rates, because what small traffic was sent from that place brought to the Dungiven company their local rate between Dungiven and Limerick. The result of a year's working of the through rates gave the Dungiven and Limerick Company something like

2s. 7d. as between Dungiven and Limerick on their through-booked traffic Dungiven to Carlsruhe.

51034. Mr. Sexton.—I thought the point of the complaint as to Limerick was that owing to a clause in the Act under which the Midland Company purchased the Northern Counties system you were restricted from giving any through rate from Limerick via Larne which might prejudice the Port of Derry?—Yes; that is so.

51035. That clause remains in force?—That clause remains in force.

51036. And Limerick is under that disability?—It is.

51037. Lord Pirrie.—Therefore the disability is imposed by Act of Parliament?—We cannot give through rates from Limerick.

51038. Mr. Sexton.—Through Derry, but not via Larne?—No; we have no through rates via Derry. They are booked locally to Londonderry, and shipped at through rate from Londonderry.

51039. Colonel Hutecheon Poe.—They are booked to the port of shipment, and re-booked?—Yes.

51040. And would you agree with Mr. Knox that there is no reason why there should not be a through rate from Limerick?—I cannot see any reason for not giving a through rate, if it were not for the prohibition that is put upon us by the Act of 1902.

51041. Lord Pirrie.—The rates are not established yet, are they?—With Dungiven. They are in operation from Dungiven, but not from Limerick. They were put into operation at Dungiven before the Act of 1903 was passed.

51042. Colonel Hutecheon Poe.—Mr. Boyd made a great complaint against the charges for wagon-loads and half-wagon loads?—Yes.

51043. Have you anything to say with regard to that?—I think our rates are very reasonable indeed. We adopt the same rule as all other Irish railway companies with regard to the rates for half-wagons as compared with wagons; that is to say, we charge a half-wagon rate for five cattle.

51044. And his contention was that fifteen would go to the wagon, and that, therefore, five was a very unfair proportion to charge half-wagon rate for?—Yes.

51045. Mr. Sexton.—Mr. Boyd has put in an additional declaration of the most emphatic kind asserting that fifteen stone cattle are loaded in a wagon, by permission, on your system, and urging that it is very unfair whilst allowing twelve for cattle or fifteen stone cattle to be loaded as a wagon, to charge a full wagon for anything over five, and not allow a half wagon for six?—There are stone cattle and store cattle. There are some very small animals, and some of fairly good size. I can give you here the actual loading for a period at some of our stations.

Lord Pirrie.—I think this is the proper time to read the declarations mentioned, and then they will be before you, instead of reading them at the finish of the afternoon, as was the intention when the question was put in connection with Mr. Boyd. I would suggest that the Secretary read them now.

Mr. Shanahan (the Secretary).—"To Sir Charles Scott, Chairman, Vice-Chairman, and Members of the Irish Railways Commission. The evidence given before this Commission by Mr. J. D. Boyd, J.P., Town Clerk, Limerick, in reference to what constitutes a wagon-load of cattle on the Irish Midland (Northern Counties Committee) Railway having been unopposed by Counsel acting for the latter, we, the undersigned, hereby affirm that, irrespective of any rules which may exist either on English or Irish railways, or the railway in question, twelve head of heavy cattle have always been regarded and permitted to constitute a wagon-load; whereas, when any lesser number as a proportion of five are put into a wagon a full wagon rate is always charged."

"If it should be contended by the railway company, or on their behalf, that permission to send as a wagon-load, more than nine or ten head of cattle, and that permission to do so has been granted as a matter of grace and favour, and contrary to rules—why not grant the same concession in regard to a half-wagon load?"

The percentage  
charged for  
insurance is,  
therefore, not  
excessive

Mr. J. D.  
Boyd's ex-  
planation :—

Complaint as  
to difficulty in  
obtaining  
through cattle  
rates from  
Dungiven.

Explanation  
as to the  
through rates  
from Dungiven  
not claimed by  
Board of  
Works.

No foundation  
for complaint.

No through  
rates from  
Limerick via  
Larne and  
Stranraer.  
Owing to  
statutory  
restrictions.



"Signed by the undersigned, who are constantly getting cattle on rail, and who know whereof they speak—JAMES O'KANE, WILLIAM O'BRIEN (Fisher), WM. MURPHY, THOS. CALLAGHAN, WM. O'BRIEN (Cattle Dealer), H. McGRATH & Co. (Cattle Dealers), JOHN LEWIS, O'BRIEN & Co., THOMAS O'BRIEN, W. J. CALLAGHAN, LINNAVY; JOHN DUNN, LINNAVY; JOHN MCGOWAN, PETER CONWAY, ROBERT O'KANE, THOMAS OAKLEY, PATRICK O'CONNOR, JOHN McLAUGHLIN, WILLIAM MCGOWAN."

The second Declaration, also addressed to the Chairman of the Commission, is:—

"Evidence given by Mr. J. D. Boyd, a Mr. Town Clerk, Linnavy, to the effect that the late Alexander O'Dougherty, Farm Produce Merchant, Linnavy, did frequently, when sending oats to Belfast, first took them to Derry and re-book them to Belfast, and by pursuing this course effected a saving of 6d. per ton. This advantage could be only secured on the Monday of each week, on which day a coasting steamer, known as "Pinkerton's Boat," carried oats from Derry to Belfast at 2s. 6d. per ton, and, in order to compete, the Northern Counties Railway Company carried oats on that day of the week only at the same rate. At that period the oats rate from Linnavy to Derry was 3s. 6d., which, added to the special rate on Mondays, made a total rate of 6s. from Linnavy to Belfast, via Derry re-booking arrangement. Whereas at some period the oats rate when booked direct from Linnavy to Belfast was 6s. 6d. per ton, at which rate it still remains, except for specially arranged large lots."

"The undersigned, who are the successors in business of the two principal farm produce merchants in Linnavy, who were trading at the time above-named, hereby endorse the foregoing statement, of the correctness of which we have reliable information and knowledge. The above referred to advantage is not now available."

"(Signed), A. DOHERTY & Co.

"Per pro., M. T. MILLAR,

"JOHN MILLAR."

"Successor to late Ben. Hunter's business."

These declarations were sent to the Commission shortly after Mr. Boyd gave evidence in Dublin in February, 1907.

51045. Lord Pirrie.—You have heard those declarations?—If those declarations are to be printed in the Appendix I should ask leave to be permitted to answer them, and to have my answer placed alongside them.

The Secretary.—They will be printed in the minutes of evidence.

Witness.—So far as the cattle trade is concerned, I think the answer is pretty plain. I have here a statement of the actual loading at Linnavy for the twelve months ending 30th November, 1907. Store cattle from Linnavy to Londonderry averaged 12.62 per wagon; fat cattle, 8.12. We took loading also to Calcester for the same period, and stores averaged 9.51 per wagon; fat cattle, 8.12.

51046. Colonel Hutchinson Peck.—Even on that showing you say the Londonderry traffic showed very nearly 13 store beasts to the wagon?—Yes.

51047. Yet, in that case, I presume, you do not discriminate between lean cattle and fat, and in any case you allow only five to the half wagon?—Only five. These were evidently very small animals, and they are put nearly thirteen into the wagon.

51048. Lord Pirrie.—In these circumstances, surely the trader would have some right to say that he ought to be allowed six beasts.

51049. Lord Pirrie.—Is five recognised all round?—Five is recognised all round; and taking the average over the whole country, it will be found, I think, that it is a fair figure to assume.

51050. But five applies to your particular railway?—It applies all over Ireland, and I think it applies in England.

51051. Colonel Hutchinson Peck.—Your half wagon rate is really two-thirds of the full wagon rate?—Yes.

51052. It is 2s. 4d. against 12s.?—Quite so.

51053. You are charging two-thirds for less than

one-half the number of the beasts?—We have to use the wagon whether filled or only half filled.

51054. And if a trader wants to have one beast more than the five he has to pay the head rate?—He has to pay the head rate.

51055. You do not think there is any injustice in that?—I do not think there is any injustice at all. If you begin to make exceptions, and to say that because we carry small animals to one place, and larger animals to another place, we should break our rule, there would be no end of contention as to whether the animals were very small or middle-sized.

51056. Mr. Sexton.—Your rate is a little less than two-thirds. On other lines it is two-thirds, and on your line five-eighths—8s. 4d.?—Yes.

51057. Colonel Hutchinson Peck.—I understand that the witnesses on behalf of other railway systems have argued that if they gave this half-wagon rate at something like an equivalent half-wagon price, they would have nothing but half-wagons going?—That is manifest.

51058. But at small farms a trader would be able to make up 6 or 7 beasts, and it would be to his interest to do so, though at present he is deterred. Of course, you cannot discriminate between thin stores and fat stores; but I put it to you that all the cattle-dealers have complained of this half-wagon rate, and of the great disparity between the two rates; and even if you restrict the numbers, as you do at present, they think that the rate level should bear some nearer proportion to the number of cattle carried than it now does?—What I say is, it is a fair average, taking store cattle all round.

51059. Lord Pirrie.—But cannot three or four of these consignors put their cattle together?—That is done constantly.

51060. Do you wink at that?—We know that it is done. We do not object to its being done.

51061. Mr. Sexton.—If there is only one trader sending at one time, then any fraction over his wagon will entail an additional charge?—Yes.

51062. But if there are more traders than one sending from one station at one time is there anything to prevent their putting excess fractions from their various wagons into one wagon?—I say that is done.

51063. Why do you say that if you allowed part-wagon-rates you would have nothing but part-wagons? Does it not rest with yourselves to load the excess fractions into wagons until you have full wagon-loads?—No. My point is that if we did not adhere to this regulation, but charge half the wagon rate, it is only natural that the dealers would ask to have all their cattle carried at half-wagon rates.

They would have a great deal more room for the animals in the wagons and they would insist upon that arrangement, seeing that it would not cost them any more.

51064. Do you mean that they would ask to have a half-wagon-load constituted a wagon-load?—Yes.

51065. Mr. deane.—If a dealer pays the half-wagon rate, is he entitled to have a wagon kept for himself, and other people's cattle not put in?—Yes, assuredly.

51066. He pays for only half the wagon?—And he is entitled to that wagon.

51067. When if he does not use it for more than half a load?—Yes, even if he does not use it for more than half a load.

51068. Mr. Sexton.—Even if there were a number of traders despatching cattle at the same time from the same station fractions in excess of a number of full wagons, each owner would be entitled to his half-wagon without any other cattle being put in it, would he?—Undoubtedly.

51069. Lord Pirrie.—But the witness says that dealers can club together and make a wagon-load?—Yes. They bring all their small lots together, and they are all sent in one man's name as one consignment. It is co-operation on a small scale.

51070. Mr. Sexton.—But when a trader has no other trader to co-operate with, that is a hardship?—Yes.

51071. Mr. deane.—Where does a trader get the right to say, "You shall not use the other half of the

Jan. 10 1908.

Mr. James Cook,  
Secretary and  
Manager,  
Belfast.  
Belfast  
(Southern  
Counties  
Committee).  
Mr. J. D.  
Boyd's  
evidence  
(con.)

Arrangements  
in connection  
with affixing  
the suitable  
notation in cattle  
wagons

The regula-  
tions as to  
charges.

Reason for  
maintaining  
the present  
charge for half  
wagons.

Co-operation  
among cattle  
dealers as  
regards transport.

Co-operation  
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Co-operation  
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dealers as  
regards transport.

Nov 10, 1908.

Mr James  
Crosby.

Secretary and  
Manager,  
Midland  
Railway

(Northern  
Division  
Committee)

Mr J. D.  
Boyd's  
evidence  
(cont.)

Desires paying  
for half-  
wagons  
confined to  
exclusive use  
of such  
vehicles—  
one

The operation  
of the half  
rate

Question as to  
the Company's  
legal right to  
put other  
cattle on a  
wagon charged  
at half-wagon  
rate.

In practice the  
paying rate  
declines.

The number  
of animals  
allowed for  
half-wagons  
gives a fair  
average.

Uniform size  
of cattle  
wagons.

Statement that  
a wagon will  
hold twelve  
fat cattle  
declines.

The reduction  
of first and  
second class  
fares as Mr.  
Mr. (S.C.C.).

Revenue there-  
from had been  
steadily  
declining.

Largely due to  
improvement  
of third class  
carriages and  
the provision  
of "ladies  
only" com-  
partments.

wagon?—We advertise that a wagon will be supplied for a certain number of beasts, for a certain price.  
51072. And a half wagon for a certain price, too?—  
Yes, and a half wagon for a certain price.

51073. But how does that prevent you using the half wagon for some other trader?—We do not insist upon it. The first man hires the wagon.

51074. He has a right to have the whole wagon run for a half wagon load. That I can quite understand. But there is nothing that I can perceive to prevent your having the right to have the other half if you choose to do so?—We should then mix up two people's cattle, and there would be trouble about that.

51075. But supposing each of two people at a fair, and suppose that Doherty bought one beast and Callaghan bought another beast, you do not mean to tell me, do you, that you would run two wagons for those two beasts?—No; we should put them in the same wagon.

51076. At the head rate, you would?—At the head rate, of course, we should.

51077. Do you suggest that in your contract to carry at half wagon rates you have bargained that the man shall have control of a whole wagon?—Yes.

51078. On condition that he is sending five beasts he gets something lower than the head rate; but he has not bought the rest of the wagon, and I do not see why he should have it. Just look that up?—I am certain that that is the practice, but whether we have a legal right to put other cattle in is quite a different matter.

51079. As a matter of practical politics, could you use the other part? Because, if not, it is not worth bothering about the loss of it?—In a great many cases we could not.

51080. You could, surely, when going down to a part after a fair put somebody else's cattle in?—When they are shipping they ship in full wagon loads.

51081. Mr. Norton.—As a matter of revenue, one can understand your objection to increasing the number of cattle carried at the part-wagon rate; but I fail to see why the addition of one head to the number that is put in at the part wagon rate should subject you to any claim for full wagons, different from what you are subject to at the present time. It is said that if you allowed a larger number of cattle to be put in at a part wagon rate that number of cattle would be made a load for a full wagon?—You suggest that the half wagon rate should remain as it is; and that the number of cattle constituting a half wagon should be increased.

51082. That is so?—Well, what I say is that the present arrangement gives a fair average. I understand that in England the half wagon is constituted by only four beasts.

51083. Mr. Accosta.—Mr. Cowe's statement does not seem to me to contradict definitely the cattle dealers, who say that a wagon holds at least twelve fat cattle?—It does not do anything of the sort. I contradict that.

51084. Are all wagons of the same size?—They are practically all of the same size.

51085. There are three sizes in England?—I know that. We have simply what we call the medium size.

51086. You deny that a wagon will hold twelve fat cattle?—Certainly, I do.

51087. Do you deny that it will hold fifteen stones?—There is sometimes a very small class of animal, almost as small as a calf, but such animals are quite unusual.

51088. You give as evidence, in opposition to that, a statement that the average loading of fat was 8.15 one place, and 8.10 at another. I do not see how that proves your case. It does not prove that that was all the wagons would hold; it proves that that was all that was put into them. Do you assert that those wagons were full?—I do.

51089. Lord Pirie.—It was stated by Mr. Graham that the Northern Counties reduced their first and second class fares on account of competition. I should like you to answer that in your own words, so as to get it in evidence?—That statement is incorrect. The company found that the revenue from first and second class traffic had been steadily declining year by year, the decline being no doubt largely due to the gradual improvement of the third class carriages, and the provision of "ladies only" compartments; and the directors decided to reduce the 1st and 2nd class fares

according to a graduated scale, which gave a larger proportionate reduction for long distances than for short distances, ranging in case of the 2nd class from 50 per cent for the shorter distances to 20 per cent for the longer distances over the 3rd class fare, in the hope that the reduced fares would induce a larger number of passengers to travel in the superior classes, thus stopping the downward tendency.

51090. Mr. Norton.—Did it have that effect?—I am sorry to say that our anticipations were not so mixed with regard to those reductions.

51091. Colonel Hutchinson P.C.—Can you give the figures for 1896, the year in which the reductions were made?—It was started in 1895. I can give the figures for the year before, and for the latest year for which we have them. In 1894 the number of 1st class passengers was 94,138; 2nd class, 179,366. In 1907 the number of 1st class passengers was 85,977, and the number of 2nd class was 151,995.

51092. I have the figures for 1906, and I think the number was 91,705 1st class, and 152,828 2nd class?—That is very near the mark.

51093. So even there we have a decrease?—Yes. It has been disappointing in every respect; numbers, money, and percentages all show a decrease, while the 3rd class shows a very large increase.

51094. The reduction took effect in May, and between May, 1895, and the end of 1905 your 1st class fell off by 13 per cent; your 2nd class by 35 per cent; and your 3rd class increased 36 per cent?—Yes.

51095. Your total receipts, however, showed an increase?—Yes.

51096. An increase in that time of 14 per cent. I analysed the average for what it is worth; and the average in 1895 of your 1st class receipts was 2s. 4d. of your 2nd class, 1s. 6d.; and of your 3rd class, 8d. It strikes me as rather curious that the average for 1905 was practically the same! 2s. 1st class, 1s. 7d. 2nd class, and 8d. 3rd class. And yet, on the face of it, though the average was the same the passengers seem to have fallen off very much, rather supplying, as the receipts were the same, that you had a much larger number travelling?—It may have been, and very probably is, that the 3rd class passengers have been travelling longer distances. The reductions that were made so devised as to induce long distance passengers to use the superior classes.

51097. I suppose there is something in that, and I suppose that, not only have you lost money by the reductions effected, but that the facilities given have entailed a considerably greater expenditure in running those passengers. How do your train miles stand?—Our train mileage has greatly increased, but I should not like to say it has increased for the benefit of the 1st and 2nd class passengers; it has increased rather for the benefit of the 3rd class passengers; the 3rd class traffic having grown enormously.

51098. Still it has entailed a considerably greater expenditure?—We have increased our train mileage very much indeed.

51099. Lord Pirie.—Have you compared those passenger returns with the returns of any other line which did not make reductions?—They all show, I think, a decrease in the 1st and 2nd classes, just as we do.

51100. Therefore you attribute the decrease to the reduction in your prices?—I only attribute to the reduction in fares what Col. P.C. calls attention to; that is to say, the average fare per passenger in the 2nd class has increased slightly, but the actual number of passengers travelling 2nd class has decreased, and the actual receipts from 2nd class passenger traffic have also decreased.

51101. Mr. Norton.—That would seem to show that 2nd class long distance passengers took the benefit of the reduction?—It points in that direction.

51102. Colonel Hutchinson P.C.—But it has been urged by a good many witnesses that it would be desirable to reduce the 2nd class fare largely, and possibly the 1st class. Judging by your experience, the reductions you have made have not resulted in any profit to the railway company?—No; I must admit that.

51103. Mr. Norton.—Your experience hardly settled the question, because it applied in so great a degree to long distances. I suppose what you expected was that some 2nd class passengers would travel 2nd class, that some would travel first, and that the first would not come down?—Yes.

51104. In what particular do you think the experiment failed?—I think more people are now content to travel 3rd class than in former times.

51106. The third remained where they were; the second did not go up; and some of the first came down?—Some of the first and second came down to third, and that has been largely due to the improvement in the train service, faster trains and so forth.

51126. Lord Pirrie.—But have you not improved the 3rd class carriages materially since 1896, providing them with cushions, for instance?—Yes; they are very comfortable carriages indeed. We have put heating appliances into them, fitted them with steam-heating apparatus, so that people are quite content to travel in them.

51107. Mr. Sinton.—Some time ago the Irish Flour Millers' Association wrote you on the subject of through rates from English manufacturing centres, and you replied that there was not any traffic passing from interior English manufacturing centres to stations on your system, but they meant from the English ports?—Yes; I was rather puzzled to know to what extent that communication really applied to the Northern Counties Railway, because we were aware that the great bulk of the traffic was booked locally on our system, and that very little of it was booked through. We could not see exactly the force of the representations made to us with regard to such through rates. As a matter of fact, I found that for the 12 months ending 30th September, 1896, we carried 2,435 tons of flour booked through, nearly all booked through from Liverpool. But we also carried 15,455 tons locally.

51128. Lord Pirrie.—Between one station and another?—Between the ports and the interior stations; the Ports of Belfast, Larne, and Londonderry.

51129. Mr. Sinton.—You have a very considerable flour-milling industry in Belfast, have you not?—Yes.

51130. This Association is writing to you intended to refer to the English ports?—They did not say so.

51131. They said "English manufacturing centres"?

51132. And in your reply you add the word "in tender"?—Well, I was not the only one who took that meaning out of it. As you will see, if you refer to Appendix No. 3, p. 445, of the Third Report, precisely the same interpretation was put on that communication by another company.

51133. They asked you about "English manufacturing centres," and you replied, "there is not any traffic booked through from interior manufacturing centres to our system." But you have said that from Liverpool there was a very considerable traffic booked through?—There was a considerable traffic booked through from Liverpool; but is there any point in that?

51134. Except that by introducing the word "in tender," you did ignore the fact that there was a

considerable through-booked traffic?—We did not wish to make any evasion.

51135. No; but, if you had simply replied upon the basis of their question, you would have had to say that there was a considerable through-booked traffic from one of the English manufacturing centres?—It is a rather small proportion.

51136. About 15 per cent.?—About that.

51137. Colonel Hutchinson Pae.—On page 6, with regard to a complaint of Mr. Boyd about coal as between Derry and Belfast, I understand that your reply to his statement is that the national channel for coal is via Derry, and that therefore the rate from Belfast is not really an operative rate; but against that, Mr. Boyd contended, on the part of other traders, that they could get much better coal in Belfast, and that if the rate were at all reasonable, a large quantity of coal would be imported by Belfast. I do not see any reason why they cannot import the same coal to Londonderry as to Belfast.

51138. I think you admitted at the time that 6s. 9d. per ton is a high rate for coal from Belfast to Limerick, I think it is almost within a fraction of your maximum rate?—I freely admit it is a prohibitive rate.

51139. But why give the trader a grievance and a ground for complaint? He says he would get the coal from Belfast if you gave him a reasonable rate?—At another place he complained that we tried to force all traffic through Belfast.

51140. Let us stick to the one thing. That is his complaint. Why give him ground for such a complaint?—I consider that we are debarred from complying with his request. Londonderry interests have their rights as well, and we should prejudice those Londonderry interests if we gave a reduced rate from Belfast; we should have to reduce the rate from Londonderry, Coleraine and Portrush, which are nearer ports than Belfast.

51141. I think your rate from Derry to Limerick is 2s. 8d. now, is it not?—2s. 8d.

51142. And your maximum rate would be about 3s. 3d.?

51143. So that you are going very nearly within your maximum powers even now. I think you import a large quantity of coal to Belfast. One-third of the total import for all Ireland is sent to Belfast?—I dare say.

51144. It seems to me you ought to do everything to encourage traffic in coal on your own system. You appear from the evidence given this morning to have granted most favourable rates in other instances?—It would be to our interest, looking at it from our own point of view, to reduce that 6s. 9d. rate from Belfast to Limerick; and I should be very glad indeed if we were free to do so. We took legal advice on the subject, and we were told that we dared not do it.

May 10, 1908.

Mr. James Cook,  
Secretary and  
Manager,  
Belfast  
Railway  
(Northern  
Counties  
Committee)  
Mr. J. D.  
Boyd's evidence—con.

The question of the rates for coal between Derry and Belfast.

The coal rate from Belfast to Limerick prohibitive.

Londonderry interests would be prejudiced if reduced rate from Belfast were given.

The Company persuaded from reducing the rate in any case.

The Commission then adjourned until the following morning at 11 o'clock.

## EIGHTY-FIFTH PUBLIC SITTING.—WEDNESDAY, NOVEMBER 11th, 1908.

In the Board Room of the Lancashire and Yorkshire Railway Offices, Westminster, London.

Commissioners present:—Sir CHARLES SCOTTER, BART, Chairman; Sir HERBERT JEKYLL, K.C.M.G., Colonel WILLIAM HUTCHINSON POE, C.B.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH, and Mr. JOHN AUDLEY FREDERICK ASPINALL.

Mr. GEORGE E. SHANAHAN, Secretary.

Nov. 11, 1908. Mr. JAMES CONN, Secretary and Manager, Midland Railway (Northern Counties Committee), examination continued by the Chairman.

Mr. James Conn, Secretary and Manager, Midland Railway (Northern Counties Committee), Mr. J. D. Boyd's evidence—con.

The allegation as to re-book- ing at Derry of traffic from Limerick to Belfast.

This arrange- ment was- existent at present.

Explanation of special statement that would be possible some years ago.

The existing rate from Derry and Belfast to Limerick.

Is no rate can re-book- ing be done for less than the through rate to Belfast.

The present rates in operation for past ten years.

51121. I think that following on the suggestion which I ventured to make yesterday there are two or three points which you wish to mention?—If you please.

51122. What is the first one?—On page 8 of my report Mr. J. D. Boyd, of Limerick, in his evidence before the Commission, stated that traders sending oats from Limerick to Belfast can save money by booking the traffic to Londonderry, and re-booking it to Londonderry to Belfast. That was a general statement which was supposed to cover present day business as well as past business. That statement has been emphasized by a written statement which Mr. Boyd sent to the Secretary of the Commission after he gave his evidence, and which I heard read here yesterday for the first time. In this supplementary statement it is affirmed that the information was obtained from a gentleman named O'Doherty, who was a former trader in Limerick, but who has been dead for the last six or seven years, I understand.

51123. Is it worth referring to a matter which is so many years old?—That is the point I just wish to make. The state of affairs described does not exist to-day. I would like to state under what circumstances it did exist. About ten or twelve years ago there was a steamer plying between Londonderry and Belfast with which we had to compete. That steamer sailed from Derry to Belfast on Mondays, and on the day of the sailing we offered to take traffic at the same rates as they carried it at. By that means they were able to send oats, Derry to Belfast, for 3s. 6d., if they chose to do so. I am not saying whether they did it or not, because it is so long since that I have not had an opportunity of inquiring into it. It was possible for 3s. 6d. to get oats from Limerick to Derry, and from Derry to Belfast at 3s. 6d. in ten-ton lots, which would be a total of 6 shillings; but since 1898 the position of affairs has been such, the rate from Limerick to Derry for 5-ton lots is 4 shillings, and the rate from Derry to Belfast 4 shillings, which makes a total of 8 shillings, while the through rate from Limerick to Belfast is 7s. 6d. Then we have a lower rate for 10-ton lots, 3s. 6d. from Limerick to Derry, and 4s. from Derry to Belfast, or a total of 7s. 6d. against a through rate from Limerick to Belfast of 6s.

51124. These rates have been in operation for the last ten years?—I should point out there is a lower direct rate from Limerick to Belfast for 20-ton lots, of 3s. 6d., so that in no case can re-booking be done for less than the through rates to Belfast.

51125. These rates have been in operation for the past ten years?—Yes.

51126. Mr. Sexton.—So far as the former time is concerned, your statement now confirms precisely the statement made in the document read yesterday?—But I submit there is nothing to find fault with in it.

51127. Just answer my question. So far as the former time is concerned your statement made now confirms the document read yesterday?—It does not to this extent. I have already said it was possible then to do it, but the statement read yesterday states that the same state of affairs existed to-day as existed then. That is the point I object to.

51128. Chairman.—You say that for some time

past that state of affairs does not exist?—It was possible to do it in the year 1898.

51129. Mr. Sexton.—On one day a week?—Yes. 51130. The statement read yesterday states that "the above referred to advantages are not now available." That distinctly limits the assertion to the former time?—It says that this rate still remains, save for specially arranged lots.

51131. But at the end they say: "The above referred to advantages are not now available." It was due to the competition of the boat running between Belfast and Derry?—Yes.

51132. When did it cease to run?—In 1896.

51133. When the boat ran it was possible to send oats from Limerick to Derry at 3s. 6d., and from Derry to Belfast at 2s. 6d., making the two rates 6s. 0d.—Yes.

51134. While the through rate at that time was 6s. 0d.?—There was a rate of 6s. for 20-ton lots at that time. For small lots that is so.

51135. The point would be that in case that boat ran again, or any boat ran again, between Belfast and Derry, then the same condition of things might arise?—It might possibly arise.

51136. Mr. Acworth.—The result of your competition was that the steamer competition was killed?—Yes.

51137. Then the rate from Derry was put up again?—Yes, it was put up.

51138. It was restored to its normal figure?—Not its normal figure. It was slightly increased. It is still a very low rate, indeed.

51139. What was the rate Derry to Belfast on other days than Monday in 1898?—I could not say without reference to the rate book, but it would not be more than four or five shillings.

51140. It was something higher than it is now?—No. I would not say that.

51141. Except on Mondays?—On other days I would not like to commit myself to a figure without verifying it, but even so it was a very low rate.

51142. I am not inquiring as to that. I am only interested in the change of the rate to meet the steamer competition?—We had got to follow the steamer.

51143. I am not arguing whether you are right or wrong. I only want to get the facts?—I don't know what it was on other days than Monday without referring to the rate books.

51144. All you say was it was a distinctly low rate?—Yes.

51145. You don't know now whether it is lower than formerly?—I would not like to commit myself to that.

51146. Mr. Sexton.—Was the water competition brought to an end by the granting of temporary rates for specific periods, renewed at the end of each period?—Yes.

51147. Chairman.—What is the next point you wish to refer to?—The next point is on page 9. Mr. Boyd stated that in the matter of hay if a wagon load exceeded four tons by one cwt. the consignor is charged for a second wagon. I say that that is inaccurate. We offer special rates for hay on condition that a minimum of 4 tons per truck is paid for, to Belfast at 7s. 6d. per ton, and to Londonderry at 3s. 6d. per ton.

51152. From where?—Limerick in each case. If the load exceeds four tons in the truck the actual weight at the tonnage rate is charged for, but if the load should fall short of four tons, then four tons is charged for, unless the actual weight at the higher rate would be less.

51153. That is the usual practice?—That is the usual practice.

51154. Mr. Aicworth.—If you have got more than a truck load what does the excess part pay?—If it was a small quantity over a truck load it would be put on another truck, and charged at the class rate.

51155. It would be charged at the class rate?—Yes.

51156. Unless a man can use one truck or two in that way he has got to pay at the higher rate for the fraction over the first truck—is that right?—Yes.

51157. Chairman.—Give us the class rate?—To Belfast 11s. 3d., and to Londonderry 4s. 6d.

51158. Mr. Aicworth.—Take Belfast. A truck full, provided they send four tons, is charged at 7s. 6d. 1-4.

51159. Suppose you have got a truck full and a ton over, what have you to pay for that ton?—You would have to pay 11s. 3d.

51160. Mr. Scroton.—If the whole consignment could be put into one truck you apply the 4-ton rate to the actual weight even though it exceeded 4 tons?—If it exceeded 4 tons we apply the reduced rate in the same track.

51161. But if it goes into a second track that ranks at the class rate, as a distinct consignment?—Yes. Of course I should say that that never happens. They arrange their loadings of the traffic that they get the advantage of the lower rate. I think the burden of the complaint is this, that if they can only put in the truck 3 tons 15 cwt. then they are charged 4 tons for it.

51162. But in practice is the question one that refers to cases of a wagon with more than 4 tons in it?—In practice it is the reverse. It is in reference to a wagon with less than 4 tons in it.

51163. What is the claim in that case?—If it is less than 4 tons they want to be charged on actual weight at the 4-ton rate.

51164. Chairman.—Although the rate is quoted absolutely as a 4-ton rate?—Yes.

51165. The complaint was, that supposing there were 4 tons 10 cwt. the 4 tons would be put into one wagon and charged at the 4-ton rate, and the 10 cwt. would be put into another wagon and charged for at the wagon rate?—That is not correct. I contradict that.

51166. You say the 10 cwt. would be charged at the ordinary class rate which you have quoted?—Yes, if such a thing happened. It never does happen.

51167. What other point do you wish to refer to?—At page 11 Mr. Boyd states that the Gas Company came to grief owing to the high charge for the carriage of coal.

51168. What is your answer to that?—I say that that cannot be a correct explanation of the failure of the gas works inasmuch as many other towns are successfully supplied with gas though they have to pay higher rates than Limerick. I understand that a ton of Arley coal will yield about 11,000 cubic feet of gas. The rate charged on coal to Limerick is 2s. 8d. per ton, which would mean 3 pence per thousand cubic feet of gas. The price of gas in Limerick is 5 shillings per 1,000 feet. Suppose the rate were reduced to 2 shillings per ton it would not reduce the price of gas a penny per thousand feet, and to say that the rate is sufficient to cripple or destroy the industry is manifestly absurd.

51169. I suppose that the output of gas was very small in Limerick?—Possibly it was.

51170. No doubt that was the cause of the stoppage?—That is to say, the small consumption?

51171. Yes?—I would not venture to state what was the cause of the failure.

51172. Is it a fact they did cease?—Mr. Boyd stated these gas works for a while and then the Urban Council took them over.

51173. Then they are getting gas now?—Yes. In fact I don't know that they ever ceased supplying gas.

51174. Your point there is that the rate cannot be an important factor?—Yes. Even a substantial reduction would not have affected it at all. I would like to refer the Commission to Dr. Todd's evidence, on page 13. Dr. Todd states that the acquisition of

the Northern Counties railway by the Midland Company has had the effect of depriving the Port of Derry of its legitimate traffic by forwarding it through Belfast. In answer to this statement it is only necessary to give the following figures showing the tonnage of the traffic which passed between Northern Counties stations and cross-Channel stations via Londonderry both prior and subsequent to the acquisition.

51175. What is the date of the acquisition?—1903. In 1902 the tonnage forwarded through the Port of Londonderry was 3,549 tons. In the year 1907, four years after the acquisition, it was 3,735 tons.

51176. More than double?—Yes. The Derry Harbour Commissioners' report of business for last year, from which the following is an extract, is equally convincing. "The Chairman in moving the adoption of the statement of accounts for the year 1907 said he was glad to be able to congratulate the Board on a prosperous and successful year. The year 1906 showed an increase in revenue over 1905 of over £300, and 1907 showed an increase over 1906 of £2,521 6s. 4d. The total revenue was £22,556 15s. as against £21,036 3s. 6d. in 1906. They had a considerable increase from most sources of their revenue. There had been a large increase in foreign tonnage, a satisfactory increase in cross-Channel tonnage, and a very marked increase in the grain, timber, and coal trades. To these three large trades they were chiefly indebted for the increase in their revenue." I think that is perhaps sufficient.

51177. I think it is sufficient to show that the trade of Londonderry has gone on increasing since the acquisition of the Northern Counties Railway by the Midland Company?—Yes.

51178. Mr. Aicworth.—Derry has constantly before Parliamentary Committees for years past claimed a monopoly of the traffic within a certain area?—Yes. They have endeavoured to obtain that.

51179. And their claim has not been accepted by Parliament as the way they put it forward?—It was approved of by Parliament as far as the Northern Counties line was concerned.

51180. Within a certain limit?—Within a certain limit.

51181. But they have on several occasions made claims wider than those which Parliament recognised as reasonable?—Yes; they have.

51182. You carry out the obligation that was put on you in the purchasing Act to give them a certain area?—Yes.

51183. Colonel Hutchinson P.O.—Is that 30 miles?—It extends about 30 miles—a line drawn north and south of Magilligan.

51184. What was the differential which they got on that traffic?—2s. 6d. per ton.

51185. Dr. Todd further stated that the result of the purchase Act of 1893 has been that the cattle from Limerick are now sent via Larne and Belfast instead of via Derry?—How such a result could follow from giving Limerick traffic differential treatment in favour of Derry is difficult to understand. A previous witness, Mr. Boyd, appeared before the Commission to complain that we refused to give facilities for the conveyance of cattle from Limerick to cross-Channel stations via Larne and Stranraer as against the Port of Derry. The number of cattle carried from Limerick to the Ports of Derry, Larne, and Belfast in the year 1907 were—Londonderry, 14,046 head; Larne, 30 head, and Belfast, 15 head. I can leave those figures to speak for themselves.

51186. Mr. Scroton.—The provision in your purchase Act against through rates from Limerick via Larne appears to have operated very favourably to Derry?—Practically all the cattle go via Derry, and they went that way even before the Act was passed at all.

51187. Chairman.—Your figures are a complete answer to that statement. Dr. Todd also stated that Belfast goods had an advantage over Derry goods and obtained the 3 shillings rate for grain from Belfast to Derry, which he stated would not be given from Derry to Belfast?—I wish to state that all our rates are applicable in both directions.

51188. Mr. Scroton.—For all lots?—For all lots. As a matter of fact, we have carried some from Derry to Belfast.

51189. Chairman.—The rates are applicable to both ways?—Yes.

51190. Colonel Hutchinson P.O.—It is a very exceptional transaction, the 3 shillings rate?—Yes. It is only occasionally there is anything to take.

Nov. 11, 1908.

Mr. James Owen,  
Secretary and  
Manager,  
Midland  
Railway  
(Northern  
Counties  
Committee).

Dr. R. H.  
Todd's  
evidence.

Acquisition  
of the  
Northern  
Counties  
Railway  
by the  
Midland Co.

Statement that  
this led to  
diversion of  
traffic from  
Londonderry  
dock.

Tonnage  
forwarded  
through the  
port of Limerick  
in 1902  
and 1907.

Report of the  
Derry Harbour  
Commissioners  
for 1907.

The trade of  
Derry had  
increased since  
the acquisition  
of the Northern  
Counties Rail-  
way.

Derry had con-  
stantly before  
Parliamentary  
Committees,  
claimed a  
monopoly of  
the traffic  
within a  
certain area.

Their claim  
approved by  
Parliament as  
far as the  
Northern  
Counties line  
was concerned.

Statement that  
cattle from  
Limerick are  
now sent via  
Larne and  
Belfast instead  
of via Derry  
dock.

Number of  
cattle carried  
from Limerick  
to the ports of  
Londonderry,  
Larne, and  
Belfast.

Practically all  
the cattle  
traffic goes via  
Derry.

The question  
of Belfast  
goods having  
an advantage  
over Derry  
goods.

All rates apply  
cattle in both  
directions.

Nov. 11, 1908.

Mr. James  
Grove,  
Secretary and  
Manager,  
Belfast  
Railway  
(Northern  
Division  
Commission).  
Mr. B.  
Watson's  
evidence—  
Completed as  
to Indian  
meal being  
charged at the  
same rate as  
flour.

Classification  
of Indian meal.  
A great many  
special rates on  
Northern  
Division  
Railway for  
the traffic.

The special  
weakness of  
the  
classification  
adopted on  
some of the  
Irish railways.

Does not apply  
to Northern  
Division Rail-  
way, but  
special rates  
given where  
needed.

Mr. B. N.  
Boyd's  
evidence—  
The alleged  
advantage in  
the rates for  
Irish meal, Bal-  
lymena to Glas-  
gow, is com-  
pared with  
those from  
Belfast.

The railway  
company does  
not control the  
rates Belfast  
to Glasgow.

The Ballymena  
and Belfast  
curns are pro-  
cessed in the same  
factory with  
regard to the  
payment of the  
dead pigs.

Rates for dead  
pigs from  
Cookstown.

51191 With reference to the complaint made by Mr. Watson, of the Londonderry Chamber of Commerce, with regard to Indian meal being charged at the same rate as flour, of course it has nothing like the same value, and he instanced that there was a very large trade from the Port of Derry, a milling trade generally, in Indian corn, sending it through a very large district, and if there could be some reduction in the classification for Indian meal it would contribute very largely to the development of the trade.—Naturally Mr. Watson is interested in getting the lowest rates he can for the products of his mills.

51192 Am I right in saying that Indian corn is about the largest grain imported into Ireland?—Yes, I should think so. We carry very large quantities of Indian corn.

51193 I see by the returns that 570,000 tons of Indian corn were imported into Ireland in the year, so it is a very considerable trade.—The Indian corn we carry at very low rates—the raw material.

51194 When ground up the Indian meal is used for feeding purposes, and also to a certain extent it is used by poor people in the North of Ireland for their own household use.—We have a but of very low rates here for feeding-stuffs. It would come under the heading feeding-stuffs.

51195 Chairman.—How is Indian meal classified?—In the general classification with grain in Class C.

51196 Colonel Hutchinson Poe.—That is the point. The trades contend that it ought to be in a lower classification.—We have a great many special rates in existence for Indian meal on our system.

51197 His contention was that it is practically charged the same as flour, which, you will agree, requires greater care in handling, and is also very more valuable commercially.—It does not apply in all cases. Where there is considerable traffic we provide special rates for it. I have a list here giving reduced rates for articles of this description. It includes bran, oatmeal, and other feeding-stuffs, Indian corn, Indian meal, linseed for feeding, oil cakes, etc.—all feeding-stuffs. There is a specially low scale of rates for them.

51198 Have you any reduced modification of the classification which has been adopted; there is a reduced classification adopted generally by the Irish railways?—Yes.

51199 Further than that, the Great Northern have given a reduced classification for other articles. Have you anything of the same kind in existence?—We have a few articles reduced in the classification, but not very many. We meet the case by way of special rates, where they are required. We think that is better, and those rates, I venture to say, are considerably below what the classification or reduced classification would give.

51200 So the trader under your system gets the same benefits as on the Great Northern only in a different way?—Yes, in a different way—probably larger benefits.

51201 Chairman.—What is the next question?—The next point is at page 16, a complaint by Mr. R. N. Boyd with reference to an alleged advantage in the rates for bacon from Ballymena to Glasgow as compared with those from Belfast. This is not the same Mr. Boyd as we have been dealing with already. This is R. N. Boyd, of Belfast. The railway company has no control over the rates from Belfast to Glasgow. The fallacy in the complaint lies in the fact that the Belfast curns being practically no dead pork from Ballymena to Belfast. The Ballymena curns are in precisely the same position as the Belfast curns are in with regard to the purchase of dead pigs. The Ballymena curns buy the pigs brought in by the farmers to Ballymena market. Likewise the Belfast curns get the pigs brought by the farmers to the Belfast market. In neither case is there railway charge to pay. But those local supplies are not sufficient to meet the demand of the trade. Both parties have to go to distant markets. In fact, the Belfast and Ballymena buyers attend the same markets at Cookstown, Drogheda, Magherafelt, Maghera, Killesno, Ballymena, Coleraine, etc. The Ballymena curns have to pay for the carriage of the pigs that they buy in those markets just the same as the Belfast curns have to pay the carriage to Belfast.

51202 Just give me two or three rates for dead pigs to put on the notes.—From Cookstown to Bally-

51203. Both the Belfast and the other people have to go to that market to buy their pigs.—Yes.

51204 What is the rate from Cookstown to Ballymena, 8s. for a distance of 36 miles, and to Belfast 11s. for a distance of 53 miles. From Magherafelt to Ballymena, a distance of 35 miles, it is 6s. To Belfast, 42 miles, it is 8s. From Killesno—that is a very good market—to Ballymena, 41 miles, it is 5s., and to Belfast, 88 miles, it is 12s. 2d. From Ballymena to Ballymena, 20 miles, it is 5s., and to Belfast, 53 miles, it is 11s.

51205 Colonel Hutchinson Poe.—May I ask a question with regard to those figures. Your reply to Mr. Boyd practically is that the Ballymena goods and the Belfast goods are on an equality as regards the railway rates they have to pay?—Yes.

51206 Is an analysis of the figures, and in order to verify how they do stand with regard to the relation they bear each other it is not unfair to take the maximum rates which you would be entitled to charge. You admit that is a fair argument?—Yes, generally speaking that is fair.

51207 Take that rate from Killesno to Ballymena, which is of a very striking case. The maximum rate for 41 miles would be 11s. 3d.—Yes.

51208 The rate you carry at is 5s., which is a reduction of 57 per cent.—Yes.

51209 The maximum rate for 53 miles from Killesno to Belfast would be 15s. 6d., and you carry that at 12s. 2d., which is a reduction of only 9 per cent.—In that case I admit that the reductions are not proportionate at all, but in the case of Killesno it is a very short distance by road from Ballymena. It is a long distance round by rail, 41 miles, and the distance by road is not more than 12 miles.

51210 Chairman.—Then the low rate is to prevent the traffic going by road and secure it for the railway?—Yes.

51211 Colonel Hutchinson Poe.—I have taken the trouble to analyse all those rates, and can give you the figures. I think you will find, with regard to the Ballymena pigs, that he can get reductions varying from 21 to 57 per cent., below the maximum rates, while the reduction which the Belfast curns get on the maximum rates varies from 9 to 32 per cent.; I think therefore that there is some ground for the Belfast trader's complaint that he is prejudiced to that extent by the railway company as compared with the Ballymena trader. Take the rates to Ballymena. From Cookstown the maximum rate is 10s. 11d., and the reduction is 25 per cent. In the case of Drogheda the maximum is 10s. 4d., and the reduction is 22 per cent. From Magherafelt it is 9s., and there is a reduction of 33 per cent., and from Maghera it is 11s. 2d., with a reduction of 21 per cent. Killesno we have already dealt with. From Ballymena it is 8s. 1d., or a reduction of 33 per cent., while from Coleraine it is 9s. 6d., with a reduction of 26 per cent. Taking Belfast, the maximum rates are Cookstown, 12s. 9d., Drogheda 12s. 3d., Magherafelt 11s. 11d., Maghera 12s. 1d., Killesno has been dealt with, Ballymena 12s. 9d., and Coleraine 14s. 11d. The reduction on these would be, taking them in the same order, 20 per cent., 16, 33, 16, 20, and, counting Killesno, 12 per cent. That is to say, Belfast gets a reduction of only 9 to 32 per cent., as compared with the reduction of from 21 to 57 per cent. in the case of the Ballymena trader. I think these figures provide some justification, not a great deal, perhaps—for Mr. Boyd's contention.—They are not, of course, scientifically exact, but still they are fairly proportionate. Take Magherafelt for instance, the reduction, according to your figures, are 33 and 22 per cent.

51212 Take Ballymena, 38 per cent. and 20 per cent.; there is 18 per cent. difference. Take Coleraine?—There is Maghera, 22 and 16 per cent.

51213 Drogheda is the same practically. There are one or two that are excessive.—They are not scientifically arranged. They are arranged to suit the requirements of the traffic past at the time.

51214 Chairman.—According to that, there was something in Mr. Boyd's complaint.—I don't think that was Mr. Boyd's complaint exactly. His complaint was that the Ballymena rate to Glasgow was too low as compared with the rate from Belfast to Glasgow. That was really the burden of his complaint.

51215 Your point is that from Belfast to the other side you have no control whatever?—Yes, and it is

no disadvantage for an interior curing centre like Ballymena to get a low rate to Glasgow.

51215. What is the company from Belfast to Glasgow?—Messrs. G. and J. Burns and the Ayr Steamship Company.

51217. Are they in your conference?—No. We have no conference arrangement with them. We have through rates with them arranged privately.

51218. Mr. Scott.—Is another part of your evidence you trust Ballymena as the point of origin, the place where the cost of railway transit begins, but here you show that considerable freights have to be paid before the material reaches Ballymena?—For a portion of the material, certainly not all.

51219. A considerable part. You show that the buyers from Ballymena attend seven markets at considerable distances, which you commence, to collect the material manufactured at Ballymena.

51220. Chairman.—Is there any other point?—I think that exhausts all I wish to say.

#### Examined by Colonel Hutchinson P.O.

51221. On pages 20 and 21, with reference to complaints by Mr. McDermott with regard to the carriage of fish, I dare say you have seen the supplementary statement which he handed in to the Commission at the time of his evidence, which refers to twenty-six occasions in the year 1905 on which very serious delay was experienced in the transit of salmon to the London and Manchester wharves, as a result of which his company suffered considerable loss. He gives the loss specifically in three tables in week cases, and in many others also he allows you to infer what it may be, but it represents a very large sum, and Mr. McDermott, while admitting that as regards your own individual action you did your very best to meet him, complains that he can get no redress from the other companies, and has got no claim satisfied in any instance?—Yes. That is so. The delays were in the majority of cases for very short periods, and were due to the exigencies of exceptional traffic.

51222. He gives a list of twenty-six occasions during a few months in the summer of 1905, and thirty-five last year, 1907, in which delays involving such losses as from £4 to £5 on a consignment occurred. He got returns from the fishermen saying that owing to delays the fish was sold at a loss of from 6s. 3d. to 12s. 6d. a box?—Of course, the company does not guarantee the delivery of fish at a particular moment of the day.

51223. Chairman.—The delay has been on the English railway?—Yes, entirely on the English side.

51224. It is not on the steamers and not on your railway?—No. So far as we are concerned, we have worked the traffic with fair punctuality.

51225. And so have the steamers?—Yes; indeed the traffic to Stranraer is in very good time, but you must recognize that the time of the year the salmon traffic is passing is the heaviest period of traffic in both Scotland and England as well as in Ireland, and very often the train which conveyed this traffic from Stranraer had to be duplicated, it was so heavy, and that naturally occupied a good deal of time and caused some delay on the journey.

51226. In other words, they send the passengers by the first train and that traffic by the second train?—Yes.

51227. That occurs on the English railway, and has nothing to do with you?—It has nothing to do with the Irish side.

51228. Colonel Hutchinson P.O.—Still, don't you think it only fair and reasonable that a fish dealer in Ireland, who has got difficulties enough to contend with against the foreigner, should be put in a position to insure delivery of his goods, so as to reach the English market in time to get the best price?—I quite agree he should make all the representations he can, and that the companies should do their very utmost to get the fish into the market to obtain the best price; but they cannot do impossibilities. I am perfectly satisfied that all the companies are doing their utmost in order to secure early and punctual arrival.

51229. Most of these delays occur on the London and North Western Railway?—All the traffic was carried by the London and North Western Railway.

51230. The final correspondence shows they refused to entertain any claims at all on the ground that the fish was consigned at owner's risk?—They won't entertain claims.

51231. Mr. Aspinall.—Have you ever sent to Billingsgate yourselves to inquire into the methods of the sale of fish there, and to see how much these delays, which are said to be due to the railway companies, are due in some cases to the fish dealers themselves?—No. We have not traced the transit beyond London. We have traced it in every case of these complaints up to delivery at Billingsgate.

51232. Are you aware that some of these complaints are sometimes made because the fish is sometimes delayed for the sale at a possibly better market to-morrow—actually at Billingsgate itself?—I have heard of cases of the kind, but I have not investigated it, so far as these cases are concerned.

51234. Mr. Aspinall.—I would suggest that the next time you have a complaint you should get somebody to investigate it.

51235. Colonel Hutchinson P.O.—It gives the time when the fish arrived in Billingsgate, and in some cases it was not until 1 and 2 o'clock in the day after despatch.

51236. Mr. Aspinall.—I think you will find the subject worth investigating?—It may be interesting as bearing on this question to mention that I have taken out all complaints during the past season—that is, for the year 1906. There were 12 cases complained of. Take one here: on the 25th July a consignment was despatched from Londonderry to London. It was delivered at Billingsgate at 9.30 o'clock on the following day. The train was due to arrive in London at 8 o'clock a.m. The fish actually arrived in Billingsgate at 9.30 a.m., and yet there was a complaint about that.

51237. Chairman.—What complaint could have been made about that?—A great many of these cases, I submit, are not justified for that reason. On the 23rd of July there was a consignment despatched which was delivered at 9.30 next morning, which was not due to arrive in London until 8 o'clock.

51238. I don't think there is anything in that!—Here is another case. On the 29th of July it was delivered at Billingsgate at 9.30 o'clock on the following morning.

51239. Do you mean to say they complained of that?—They did.

51240. What did they say by way of complaint?—They complained the fish were late in arriving in market, and that in consequence it was sold at a lower price than it should be.

51241. Mr. Scott.—Are these cases in your proof?—No.

51243. Because in your proof there are cases of delivery in London at hours varying from 11 a.m. to 2 in the afternoon?—Yes. I am pointing to a number of cases in which I considered there was no ground for complaint at all, although complaint was made. I freely admit there are cases where it is late. There is one case here in the past season, on the 15th of July, when it was delivered in Billingsgate at 11.28 a.m.

51245. If delivered from 11 to 2 would that affect the market considerably?—They say it does. I am not qualified to speak accurately about it.

51244. Do you know whether this traffic as fish to Billingsgate is one that requires great punctuality in delivery, in order that the sale should not be prejudiced?—I am quite sure of that. The railway companies all recognize that, and do their utmost to get it through with the utmost despatch.

51245. Colonel Hutchinson P.O.—This year you had only twelve complaints from Mr. McDermott?—Yes.

51246. That shows there is a great improvement. There were 35 last year and 26 the year before?—In quite a number in the list referred to there should not have been any complaint at all. I have here an elaborate statement prepared with reference to the year 1907 dealing with every case to which Colonel Fox refers. It is a tedious thing to go through, but I think it has been dealt with in a general way.

51247. Colonel Hutchinson P.O.—There were some complaints by traders about the Donegal Railway, which was taken over by the Joint Committee. I think, in 1906, and the Commission at the time did not pay much attention to them, because the matters which were complained of were stated by counsel to be an course of redress. Have these matters been attended to?—I do not think there are any unsettled matters relating to the Donegal Railway.

51248. Of course, at that time, prior to the acquisition of the Donegal Railway by the Joint Committee, the Donegal Railway had the advantage of differentials with regard to goods and cattle, had they not?—

Nov 11, 1906

Mr. James Cowie, Secretary and Manager, Belfast Railway (Not their Committee).

Mr. Y. McDermott's evidence—Complaints in delays to ask cables for London and Manchester markets. Suggests that delays are caused by the markets.

Analysis of the complaints for 1906.

Many of these complaints.

Number of complaints during 1906, 1907, and 1908.

Complaints as to the Donegal Railway.

No unsettled matters were in connection with the Donegal Railway.

Nov. 11, 1906.

Mr. James  
Cox, Secretary and  
Manager,  
Midland  
Railway  
(Northern  
Division  
Committee).

The application  
of the  
Differential  
Railway by  
the Joint  
Committee.

The differential  
applied to  
the  
freight  
traffic.

Now given by  
all routes.

The general  
modification  
of the  
classification  
adopted by all  
Irish  
companies  
applies to the  
Northern  
Division  
railway.

Question as to  
whether the  
classification  
of certain  
articles is  
always an  
advantage.

Percentage of  
traffic carried  
at special  
rates.

Suggests that  
only  
certain  
and  
unfamiliar  
traffic carried  
at special rates.

They did quite a number of things that I do not think they were entitled to do at all.

51240. So long as they get it it does not matter whether they were entitled; they did get it, did not they?—Locally, I mean, some things were done which could not be quite justified, and those have been put right. So far as the cross-Channel traffic is concerned, they are in as good a position as ever they were—in fact, in a better position, because the half-crown differential which they obtained under the former regime has been done away with, and they get the reduced rates by all routes.

51250. You think the reduced rate is more than a compensating benefit for the loss of the differential, do you?—Nobody loses by the loss of the differential, because it is the reduced rate that has been applied by all routes. It is a decided advantage to the public.

51251. To the public, but not to the trader?—Yes.

51252. If he gets the benefit of the differential of a half-crown at a certain port?—He still gets the advantage of the reduced rate.

51253. If you give him the reduced rate?—Yes.

Examined by Mr. Sexton.

51254. Does the modification of the general classification adopted by all the Irish companies apply to your system?—Yes.

51255. To goods carried from any one station on to any other?—Yes. You refer to the list in what is called the pink pamphlet, I suppose?

51256. I refer to the list which was put in by Mr. Tallow—the modification of the general railway classification adopted by all the Irish railway companies?—Yes, where applied.

51257. It applies firstly, to local traffic, and then to traffic between one Irish railway company and another Irish railway company?—Yes.

51258. When commodities named in that list are booked through in the through booking based on the rate as fixed by that lower classification?—Yes.

51259. Have there been reductions granted. Have these goods, the classification of which has been reduced, been the subject of further reduction to special rates?—In some cases.

51260. Have they been reduced as much as other goods?—I can hardly make a comparison straight away, but they are subject to special rates in special cases.

51261. What I wish to ascertain is this: It is urged that these goods have received a special benefit by being taken out of the class in which they would have stood in the statutory classification, and reduced to a class subject to lower rates. If that reduction in class has resulted in withholding from them the usual reduction by way of special rates it might be a dubious advantage?—I see your point. It all depends upon the circumstances of the case. This general classification, of course, gives an advantage all over the country, but if there is a manufacturer of one of these articles situated on any company's line, I should say they would be prepared to give lower rates in certain circumstances than this list provides for.

51262. We understand that in Ireland, just as in Great Britain, as the maximum rates were set aside by the class rates, so the class rates upon the whole have been set aside by the special rates?—Very largely that is so.

51263. We are told that 80 per cent. of the whole traffic is carried at special rates?—Yes.

51264. And indeed witnesses have gone so far as to say that there is no traffic carried at the class rates, except what may be called retail and miscellaneous traffic?—That may be true.

51265. Would it be safe then to assume that notwithstanding the reduction in the classification of these commodities they have been as much the subject of further reductions in special rates as traffic in general. What I wish to ascertain from you, if you feel yourself in a position to reply, is whether the reduction of class, in the first instance, has rather barred them out from the other reductions in general?—There is no doubt that the advantage of the reduction of the classification has a very general effect all over the country, but where there happens to be a particular industry in a particular district of the country it is still subject to obtaining special rates.

I do not think I can go any further than that.

51266. I think I understand that you mean that this applies to whole classes for all stations, but a special rate would be only for a particular commodity, and between particular stations?—Exactly, that is my position.

51267. Have you the special modification in force on your line?—Do you mean of class rates?

51268. Yes!—We adopt these in the salmon coloured leaflets.

51269. Lieutenant-Colonel Pless gave in a special modification which extends only on the Great Northern line?—No, we have not such an extensive list as that. We have two or three in addition to what are here.

51270. In addition to the general one?—Yes, in addition to the general one, but not such an extensive list as Colonel Pless submitted.

51271. Could you put in your list?—Yes; I have no objection.

51272. Is it on much the same lines as the special modification in force on the Great Northern system? You work in the same district and under similar conditions, do you not?—We work very largely in the same districts, but, as I say, we have not got the same number of articles included in our special list as he has—that is reducing classification. We meet the case by giving special rates where we consider they would be beneficial or necessary.

51273. Your district is much the same, and your traffic is the same, and you have pointed out yourself what the difference is—namely, that when you put a commodity into a lower class you give a certain advantage to all transit in that class everywhere in the country; whereas the operation of a special rate is limited and casual?—Yes, but special rates can be adjusted to the exact requirements of the case.

51274. That is to say, you would be perhaps more critical in regard to it, new questions would arise whenever such a case came up?—I do not know that we would be any more critical than our neighbours, but we are always willing to give assistance and facilities for the development of any business that arises in our district.

51275. If you once put an article into a lower class there it remains, and the advantage is secured, is it not?—Yes.

51276. Do you carry, for instance, bacon, hams, butter and eggs—important articles—in your district in a class lower than the general classification. Bacon, hams, butter, and eggs have been reduced by the Great Northern from Class 2 to Class 1; butter from Class 2 to Class 1, and eggs in under three tons lots from Class 2 to Class 1?—That is a case in point, of course. What I say is we meet traffic of that description by giving special rates where the traffic exists.

51277. You see what a material difference there is between the methods of two contiguous railways; one proceeds at the outset, and puts these three main articles into a lower class for the whole traffic, for all consignments between all stations, whilst you have preferred to work by way of retaining the classification, and giving a reduction in rate in special cases between particular stations?—We find that a very satisfactory way of dealing with it. We have no complaints with regard to it. It seems to me to suit the case exactly.

51278. The methods are somewhat different, you will agree?—Yes, the methods are somewhat different. I think probably our method on the whole is quite as successful as the other, if not cheaper.

51279. Colonel Hutchinson, P.M.—I understood you to say in answer to a question from me that the trader really got greater benefit from the reduced rate which you give him on those particular commodities than under the Great Northern system?—I believe that is so.

51280. Mr. Sexton.—It entirely depends upon whether the reduction obtained by the trader by taking off a class in 1892 is greater than the particular reduction you give in any particular case by way of special rate?—That is so. I see your point exactly, but what I say is that I consider our system is very satisfactory, and, as far as I know, traders consider it satisfactory also.

51281. I am simply comparing methods, and it cannot be denied that a large advantage was given when the reduction of a class was given in three main articles of production in 1892, which has obtained ever since on the Great Northern?—Yes.

51282. I suggest that that is from the public point of view a larger and more tangible advantage than you give by considering from time to time a reduction by way of special rate?—I cannot go any further than I have gone. I maintain that our system is quite satisfactory, and we are always anxious to develop these



particular industries. They are very important industries in this country, I admit.

51293. If you, as a matter of fact, in practice have given reductions upon the rates for these commodities, and have given them widely, and have given them, moreover in money, more largely than these reductions from one class to another, then you would be undoubtedly entitled to say what you have said?—That is my belief. I will hand you the list of some of our special rates, if I may.\*

51294 Jfs. Scriven.—Will you kindly hand in the special modification of the Northern Counties?—Yes; that is with regard to the classification.

Articles	As per General Railway Classification	As changed by the Midland Railway, &c.
Acid and Mineral Water, &c.	Class C plus 5 per cent.	Class C.
Bricks, &c.	Class B.	Class I.

51295 How long have you been connected with the Irish railways system?—Upwards of 35 years.

51296 Taking the population as the most usual test of development of a country, are you aware of the trend of the population of these two counties which your system serves during the period in which the population of Great Britain has doubled?—Yes.

51297 I believe the County of Antrim, in which Belfast is situated, has fallen away in population as much as any other county of the same extent?—To take it in a general way, I might say that the towns in the district show an increase in population, but the rural districts show a decrease.

51298 The population of Antrim as a whole has fallen away so much that even the development of Belfast has scarcely been able to do much more than redress the balance?—If you take some of the towns—there is Ballymena, for instance, which has increased its population from 9,499 in 1891—

51299 You are speaking now of towns?—I am giving some of the towns.

51300 I quite agree that the towns have increased, but I am speaking of the counties generally?—Ballymena had increased to 10,426 in 1901.

51301 I will not trouble you about the towns; I am taking the counties?—Taking the counties; the county of Antrim had a population in 1891 of 268,010, and in 1901 it was 266,060, showing a decrease of 11,950, or 5·7 per cent. That, of course, is exclusive of the city of Belfast.

51302 There has been a great and continual decrease in the population of both Antrim and Derry Counties ever since 1841, has there not?—Yes; we cannot deny that, I am sorry to say.

51303 The more immediate need of Ireland is, I suppose you will agree, the development of the export trade?—That is an important item.

51304 Will the more development of the export trade, in your opinion, enable Ireland to sustain a normal population without the further development of industries in the towns?—I am afraid I am not in a position to express an opinion about that. That is a matter of opinion entirely.

51305 You have been 35 years in Ireland; you are a gentleman occupied in the conduct of transit, which is a question bearing very closely on development, and I should certainly attach a good deal of importance to your opinion. Except for textile industries, which are your staple in the north-east, have you any other industries which afford employment to any large number of people?—Yes.

51306 What are they?—Shipbuilding employs about 20,000. We have got the largest rope manufactory in the world in Belfast; it employs a large number of hands. We have the biggest tobacco factory in the world in Belfast.

51307 Have you looked into the figures of the Census and other official records as to the number of people, apart from textiles and shipbuilding, employed in organised industries?—No; I have not.

51308 These industries which you mention do not employ a large proportion of the population?—I dare say it is only a small fraction of the population of the country, but still these are very important industries.

51309 No doubt, they are important industries, but from the point of view of this Commission, considering the possibilities of maintaining a normal population in Ireland by development, we have to look to the number of people employed, and if you look to that I think you will find the industries are

very slight?—They are not as numerous as everyone in Ireland, I am sure, would like to see them.

51310 It follows that if an increase is to take place in Ireland, and it is to be put into the position of a normal country, urban and general industries will have to be developed?—It is very desirable indeed.

51311 Were the reductions which you have described in your evidence given for the purpose of developing or of preserving traffic?—In some cases they were for preserving traffic, and in other cases for developing it.

51312 You have such industries as salt mining, and iron ore, and so on. Could they continue without assistance in transit rates?—We take that into consideration in giving them very low rates. There are some cases I could cite where we attempted to open up fresh industries, and offered very tempting terms, but it came to nothing.

51313 Broadly speaking, when you gave reductions for the purpose of preserving traffic, did the reductions succeed?—The traffic remained.

51314 That is the test in that case, is it not?—Yes.

51315 Where the object was to retain the traffic you did retain the traffic?—Yes.

51316 I suppose it would be in cases of agricultural products you gave reductions to develop traffic?—Yes, and to sustain it in some cases also.

51317 To retain and also to develop it?—Yes.

51318 We know from the records in the case of butter and eggs, which are two of the main articles of export, that the reductions given have been followed by a large development under those heads of traffic than under other heads of export traffic?—I am very pleased to hear it.

51319 Would you say the reductions which you gave for the purpose of developing traffic have succeeded in developing it?—I have stated that in some cases they have not succeeded.

51320 With regard to agricultural products?—It is our object as reducing the rates to develop the industry. We consider the railway company's interest in this matter coincides exactly with the interest of the trader.

51321 You have given your evidence with great precision. You have given figures of tonnage as in the case of the Great Northern, and you have given remarkable figures of the exports of agricultural products. Do these figures indicate to your mind a satisfactory development?—I think so.

51322 Have your traffic receipts increased since the purchase by the Midland?—Yes, they have increased very materially, I think, up till, I might say, this year. Of course there is a depression this year everywhere.

51323 I would be content with a general reply whether your traffic receipts have increased since 1903 or not?—Do you wish to know the figures.

51324 No; I would merely a general reply?—The traffic receipts have increased.

51325 The net receipts?—With the exception of this year.

51326 This year, you think, is subject to special conditions?—Yes.

51327 But taking the normal course of affairs, the traffic receipts and perhaps the net receipts have increased?—There has been a good deal of expenditure going on. I cannot say our net receipts have increased, but the gross receipts did increase.

51328 Is that a general expenditure which has kept down the net receipts?—It has been exceptional expenditure in various ways—additional rolling stock, constructing new stations, and adding to our hotels, and things of that sort.

51329 Taking the normal course of affairs, the trend has been towards an increase in net receipts?—Yes.

51330 You need not go into details?—Very well.

51331 Your line is now a section or branch of the English Midland?—Yes.

51332 There is a Committee which, according to public records, was formed for the purpose of facilitating the management?—Yes.

51333 How is that Committee formed?—It is constituted by Act of Parliament—by the Act of 1903—and the Committee consists of four members of the Midland Railway Board of England, and three members representative of Ireland selected from various parts.

51334 How are they selected?—There is one chosen from the north, that is, Londonderry; one from Bel-

Nov. 11, 1903.

Mr. James Cowie,  
Secretary and  
Manager,  
Midland  
Railway,  
(Northern  
Counties  
Committee).

Security for  
development of  
roads and  
general  
industries to  
put Ireland  
into the  
position of a  
normal  
country.

Reduced rates  
given to  
preserve as  
well as to  
develop  
traffic.

Attempts made  
to open fresh  
industries by  
reduced rates,  
&c.

The reduced  
rates given for  
the develop-  
ment of  
agricultural  
products.

The railway  
company's  
interest  
coincides with  
that of the  
trader.

Success in  
receipts since  
1903  
(acquisition by  
Midland  
Company.)

Exceptional  
expenditure  
on additional  
rolling stock,  
new stations,  
&c.

Constitution  
and selection  
of the  
Committee of  
Management.

Nov 11, 1903

Mr James  
Covey,  
Secretary and  
Manager,  
Midland  
Railway  
(Northern  
Counties)  
Company.  
Constitution  
and selection  
of the  
Committee of  
Management  
—(cont.)

The directors  
appointed by  
the Midland  
Railway  
Board.

Section of the  
Act of 1903  
relating  
thereto.

Names of the  
first  
representative  
members.

Vacancies  
filled as they  
arise.

One effect of  
the purchase  
is that the  
line has ceased  
to have an  
independent  
interest.

Terms of the  
purchase.

Capital of the  
Northern  
Counties line,  
and line  
acquired.

A fixed rate  
of interest  
paid to the  
shareholders.

Any increase  
of revenue  
goes to the  
Midland  
Company.

first, at the south end; and then there is one from the centre of the system.

51325. Chosen by whom?—They were named.

51326. Chosen by whom?—The first Directors were named, were they?—Yes, I think the first Directors were named.

51327. Do you mean named in the Act?—I am not so sure of that. I will answer that in a moment, I have the Act here. I think I am right in saying they are all appointed by the Midland Railway Board.

51328. Mr. Sexton.—They are not directly responsible to any shareholders, are they?—They are responsible through the Midland Railway Board to the general Shareholders of the company.

51329. The Midland Railway Board are responsible to the Shareholders of the Midland Railway Company?—Yes.

51330. And the Northern Counties Railway as a section of that system is worked by a Committee responsible to the Midland Board and acting under the direction of that Board?—Yes. May I just read the section of the Act?

51331. Chairman.—What is the marginal note?—"Committee of Management." "In order to facilitate the convenient management of the Northern Counties Railway the Company may and shall by writing under their common seal appoint a Committee (to be called the Northern Counties Committee) to consist of not more than seven persons, three of whom at least shall be representative of the district served by the Northern Counties Railway, and three of whom at least shall be Directors of the Company."

51332. That is the Midland Company?—Yes. I see it is as you, sir, suggested, that the Act does name the first Committee so far as the Irish representatives are concerned.

51333. That is what I thought?—(Witness).—It says: "The first representative members of the Committee shall be the Rt. Hon. John Young, Walter Wilson, and John Cooke."

51334. That is to say, the Midland nominate their own men, and not they?—Yes.

51335. Mr. Sexton.—Are they re-nominated as a matter of course, or are vacancies filled as they arise?—Vacancies are filled as they arise. Mr. Walter Wilson died in the meantime, and there was an appointment made in his place.

51336. One effect of the purchase has been that the Northern Counties line has ceased to have any independent interest, and its interests are now merged in those of the Midland system?—It is part of the Midland system undoubtedly.

51337. A word as to the purchase terms. I think you are Secretary as well as Manager of the Northern Counties line?—Yes.

51338. What was the capital of the Northern Counties line?—It was about three millions.

51339. It was composed of 4 per cent. debentures, 4 per cent. preference shares, and ordinary shares, paying at that time a dividend of about 4½ per cent?—5 per cent.

51340. Each of these classes received in exchange so much Midland 2½ per cent. stock?—Debenture holders and preference shareholders got equivalent stock.

51341. And the others got a small premium?—The ordinary shareholders got a small premium—it was ½ per cent.

51342. The capital of the Midland representing the former capital of the Northern Counties now stands at fixed rates of interest?—That is so.

51343. So the representatives of the former shareholders of the Northern Counties line have no interests in an increased revenue from that line?—No, they get a fixed rate of interest.

51344. The debenture holders of the Northern Counties line received instead of their 4 per cent. debentures, for each £100, £160 of 2½ per cent. Midland stock?—They got an equivalent amount to being in the same money.

51345. The 4 per cent. preference holders of the Northern Counties line got also an equivalent in 2½ per cent. stock?—Yes.

51346. Then the ordinary shareholders of the Northern Counties line in receipt of 5 per cent. dividend received, each of them, £280 of 2½ per cent. deferred ordinary stock?—No; perpetual preference.

51347. That is to say, their dividend being at the rate of 8 per cent. they received as much 2½ per cent. stock in the Midland as would pay them 2½ per cent?—Yes.

51348. A premium of 10 per cent. on income?—Yes.

51349. Then it appears that any increase in your

net revenue—and I am glad to hear that it is 'in creasing or likely to increase—does not go to holders of the former capital of the Northern Counties line, but into the general purse of the Midland for the benefit really of their deferred ordinary shareholders?—If there is any balance, but they have not got any profit at that direction yet.

Examined by Mr. ACWORTH.

51350. First of all, I want to ask as to this amalgamation. The object of the Midland in purchasing both this company and also its share of the Donegal Railway was, quite obviously, to secure traffic to the Midland route?—Undoubtedly.

51351. Of course that object they still have at heart, quite naturally?—Yes.

51352. We have been invited here to consider amalgamation, sometimes amalgamation into one, sometimes amalgamation into about three systems. Either way the Midland system in Ireland would be too small to stand by itself. If there were three they could not be one of them, I think you will agree?—Yes, I suppose that is so.

51353. It almost seems natural?—I suppose it is all a matter of terms.

51354. That is just what I wanted to ask you. Are you prepared to say that, the pecuniary terms being reasonable, the Midland of England would make no objection to being amalgamated?—I do not know; I have no authority for making any such statement.

51355. I mean having this portion taken away from it and amalgamated?—I am not in a position to say that.

51356. You are not authorized to say that?—No, I am not authorized to say that.

51357. So we must consider it without the help of any advice from you?—Yes.

51358. The other point is a small one. You answered Mr. Sexton on the question of what I will call a declassification versus special rates, which are the two ways of giving reductions?—Yes.

51359. In the first place, as I understand, these declassifications of the Great Northern only apply naturally?—Yes; they only apply on their own system.

51360. And therefore they do not apply to through traffic to English places?—No; they do not.

51361. Mr. Sexton.—Surely if the Great Northern took or received through any of these commodities they would be obliged to apply the actual rate in force in making the through rate?—Do you mean to cross-Channel places.

51362. Yes?—That would not operate in the case of cross-Channel traffic at all.

51363. But the general rate would?—The general classification would.

51364. Mr. Acworth.—There is nothing, of course, to prevent a company in the division of a through rate from getting more than its local rate?—It is a matter of arrangement.

51365. If it can do it it likes to do it, naturally, and there is nothing to prevent it?—That is so.

51366. This traffic on butter and eggs and bacon goes from a large number of people all over your system, does not it?—Yes. Perhaps I should qualify that, it does not go from a large number of people; it is concentrated at perhaps a dozen stations on the line.

51367. But there are a considerable number of dealers at each station?—Yes.

51368. Those people are not experts in railway rates, as a rule, are they?—They know very well what the rates are.

51369. Very likely they know what the rates are, but they are not people of very high education, are they?—That is true.

51370. A special rate can only be got on application to and discussion with the company?—Yes.

51371. The declassification arrangement, on the other hand, applies automatically everywhere?—Yes.

51372. In your view, from the point of view of the public—never mind the company for the moment—but from the point of view of the public is it not better, if possible, to do it by a system that is systematic and that does apply itself automatically rather than to do it because it is asked for, and perhaps more or less not at all because it is not asked for?—In theory that is all right.

51373. In theory you agree with me?—In theory I agree; in practice I maintain that our system works very well indeed. It is our business to try and find out, and we do it. We do our best to find out what traffic has to be developed. We are in touch with the

merchants throughout our whole system, and the best way that is to be done on the system, and we are anxious to assist them in developing the traffic—it is our interest to do so.

51374. May I ask you whether the railway officials ever start out to suggest themselves the reduction of a rate?—Yes.

51375. Really?—Yes, I frequently get communications from our agents suggesting reduced rates in order to develop a traffic that they see arising in their towns.

51376. Suggesting that as Ballymore has got it Ballymore might have it, too?—They would not suggest it in a general way, but they would make reports regarding the traffic in their own district or town or the country round about. It is almost a daily affair, and I encourage our agents to do it, to keep me acquainted with what is going on in their districts, and make suggestions about any traffic that they can lay their hands on.

51377. You do not think they have been suggested to them by a trader?—Probably they are the result of conversations between the two parties.

51378. You admit that in theory the automatic theory is the best?—It looks well in theory; I will say that for it.

51379. But in practice years in just as good, you think?—I think more as just as good.

51380. And it has an advantage in keeping the whip in the hands of the railway company all the time. I do not use the word "whip" offensively, but it keeps the control in the hands of the railway company. You have not laid the thing out of your hands?—I do not know that there is any more control than if we altered the classification.

51381. What is your objection to it then?—I do not object to it.

51382. You agree with me in theory that it is better?—In theory I say it looks well; I do not say it is better.

51383. You say it looks well?—That is all I say.

51384. If there is no objection to it why not do it, and if there is an objection why not state it?—I have not the slightest objection to do it.

51385. Then why not do it?—I have not been invited to do it. The necessity has not arisen. If the necessity arises anywhere I would not object to it.

51386. There has been an example of the Great Southern before you for many years?—The example is there, but what I say is that our actual rates are probably lower, therefore it is not needed.

51387. They are not lower in each individual case, but on the average is your view?—I should say that so far as the actual traffic is concerned I would not be at all surprised to find that our rates are lower.

51388. You think in other words that per ton per mile you are carrying cheaper than they are. Of course you do not know for certain?—No; I do not know absolutely.

#### Examined by Mr. ASHFORD.

51389. Your railway has had the reputation of reducing its passenger fares to a very great extent, particularly in the time of your predecessor, Mr. Cooke. Were you with them then?—Yes.

51390. Can you tell me whether the immediate effect of that reduction was that you got a very large increase of traffic?—If you refer to the reduction of the first and second class fares, there was no large increase. That matter was dealt with yesterday, I think, and I have to say, with regret, that our anticipations were not realized.

51391. I was going to ask you, did you find that what increase you got was obtained in the districts in and about Belfast, and that you did not get any great increase in the country districts?—There has been a decrease all round—a decrease in numbers, in money, and in every respect.

51392. Going to another matter, I asked you yesterday about private sidings, would you say that the practice in Ireland, apart from your own line, is that private sidings are put in absolutely at the cost of the railway company?—I think Colonel Flanagan gave it in evidence that his company in a great many cases put the sidings in free.

51393. I think there are two cases on your main line where you have put private sidings, with a signal box adjacent, where you make no charge?—No, we have no private sidings where a special signal-box is required. We have altogether 46 private sidings on our system, which range about one siding for nearly every five miles of line. They are grouped round

about the stations chiefly. We have some intermediate sidings, that is, sidings between stations; but we work them by the box and lock system.

51394. The tablet system?—Yes.

51395. I thought what you said yesterday applied to some of your single lines, and not to your main line?—It applies all over.

51396. To that extent the private trader who acquires sidings on an Irish railway is in a much better position than an English trader; because, I think, in almost every case in England the trader pays for the sidings put on his own land, pays for the connections, and pays a certain proportion of the signalman's wages?—I am afraid we could not get them to pay that in Ireland. As a rule, when an industry starts there, it is not financed with much funds, and we ourselves do as much as we can to help them to develop it. We have to do these things which under other circumstances we would not do.

Chairman.—It is universal.

#### Re-examined by Colonel HUTCHESON PEE.

51397. With regard to the terms of purchase which Mr. Scudon discussed with you, I do not think we have had on the Noble the actual figures which the old capital of the Northern Counties Company is represented by in the Midland capital, and perhaps you would be able to give us it, in order that we may have the exact capital value of the Irish system of the Midland Company?—Yes.

Mr. Scudon.—Was there any money passed in the transaction of purchase?

Colonel Hutcheson Pee.—I was coming to that. I was going to ask that. I think there was a little of it.

51398.—It was almost all an exchange of stock.

51399. Chairman.—Will you just read out what was the capital of the old Belfast and Northern Counties Railway Company?—This is a statement of the old Northern Counties Company.

51400. At the time of the transfer?—Yes, at the time of the transfer. Ordinary Stock, £855,659; Consolidated Preference Stock, 4 per cent., £128,540; then there is Debentures, 4 per cent., £237,552.

51401. Colonel Hutcheson Pee.—Was there not a sum in cash also paid over to the Northern Counties Company, something like £70,000?—Yes, there was a small sum.

51402. How is that accounted for in the capital?—That was, of course, distributed among the shareholders. It was made up of certain funds which had accumulated.

51403. Balance of capital account. And that was distributed amongst the Ordinary shareholders; or was it amongst the Preference shareholders as well?—Among the Ordinary shareholders.

51404. So that, in addition to getting the premium on their Ordinary stock, they got a distribution of cash?—Yes.

51405. Chairman.—Was that much?

51406. Colonel Hutcheson Pee.—About £77,000 was distributed amongst the Ordinary shareholders (To the Witness).—I think your company is made up of a number of what used to be small independent companies?—Yes.

51407. Eight or nine, I think?—Yes, the Limerick and Duggan, the Derry Central, and others. Altogether there are eleven companies.

51408. At the time of the acquisition of these companies, most of them were in financial difficulties, and some of them were almost insolvent, were they not?—Yes, a good many of them.

51409. I suppose you acquired them on very favourable terms. I do not want to go into figures, but I believe that during their independent existence they got largely into arrears in respect of the loans which they had got from the Board of Works; they paid no interest on their Ordinary stock, and, as I say, they were almost insolvent. What has been the effect of that amalgamation of all these different systems?—If you take the recent amalgamations, the Derry Central, for instance, it pays a trifle more than working expenses. The Limerick and Duggan, which is the latest acquisition, does not pay its working expenses.

51410. That is on the independent system itself. Have you only taken that into account, or have you any means of saying what the contributory value has amounted to which they have brought to your main system?—It is very difficult to arrive exactly at what the contributory value is because we had got most of the traffic formerly at one of the old Northern Counties stations.

Nov. 11, 1906.

Mr. James  
Cann,  
Secretary and  
Manager,  
Midland  
Railway  
(Northern  
Counties  
Committee).  
Previous to  
private sidings.

Made of  
working  
intermediate  
sidings  
between  
stations.

Capital of the  
Belfast and  
Northern  
Counties  
Railway at  
the time of  
transfer.

Almost all an  
exchange of  
stock.

Amount of  
cash paid to  
the Northern  
Counties  
Company at  
the transfer.

Distributed  
amongst the  
ordinary  
shareholders.

Number of  
separate  
companies  
amalgamated  
in the  
Northern  
Counties  
system.

Most of these  
companies  
were in financial  
difficulties  
and some of  
them almost  
insolvent.

The latest  
acquisition  
(Limerick  
and Duggan)  
does not pay  
working ex-  
penses.

Nov. 11, 1906.

Mr. James  
Gunn,  
Secretary and  
Manager,  
Midland  
Railway  
(Northern  
Counties  
Committee).

The position of  
the proposed  
Belfast  
and  
Down  
line.

Merits made  
to improve and  
develop them.

Improvements  
on the Bury  
Central and  
Lancaster and  
Dunfermline  
lines.

Estimated  
contribution  
value of the  
line.

The amalga-  
mation of these  
railways  
has been  
beneficial to  
the district  
and commu-  
nication to  
the Company.

Question of  
the amalga-  
mation of  
the Irish  
railways  
into one, two,  
or three sys-  
tems.

The suggested  
amalgamation  
would not  
provide the  
concessions  
asked for.

But amalga-  
mation does  
lead to the  
general benefit.

The London-  
derry and  
Lough Swilly  
Railways.

A detailed  
benefit for  
the smaller lines  
go will be  
made up with  
the larger  
systems.

The new line  
from Strabane  
to Letterkenny.

The Midland  
(N.E.C.) and  
the G. N. (C.)  
Companies  
jointly respon-  
sible for the  
capital of the  
line.

Effect of that  
line on the  
traffic now  
going over the  
Letterkenny  
system.

51410. Do you mean to say you have no means of ascertaining it. Your point is that, taking it per se the position of these lines is not very much better now than when you took them over?—We have been trying our best to improve and develop them and have spent a good deal of money on them in bringing them up to a better standard as regards permanent way and stations. On the Bury Central line we have spent quite a lot of money recently and put in something like 30,000 sleepers, and we have added to the station accommodation at all the important stations on the line. On the Lonsdale and Dunfermline, which is the latest acquisition, we have had to spend £5,000 in bringing it into working condition. It was pretty well worn out when we got it. I did go to some trouble in trying to ascertain the contributory value of the Lonsdale and Dunfermline Railway, and I made out that we could only calculate on something like £200 a year as its contributory value.

51411. We have had a good deal of evidence on that particular district saying that it was a very thriving one?—That was the result of my investigation.

51412. Mr. Stenton—You do not mean the gross value of the traffic contributed?—No; the net value.

51413. How do you calculate it?—I had charged the gross with a particular train we ran on the Northern Counties line for the express purpose of connecting up the Lonsdale and Dunfermline service.

51414. Could you give the gross contribution. The net is brought down by whatever you take off; but can you give us the gross?—I do not think I have the figures on hand.

51415. Colonel Hutchinson Pse.—Briefly speaking, has the effect of the amalgamation and construction of all these independent companies into one big system been both remunerative to the company and beneficial to the district?—I think it has certainly been beneficial to the district.

51416. I think there is no doubt about that, but what do you say as regards the company itself?—I quite admit that the older amalgamations have been beneficial to the company; those, I mean, that were amalgamated years ago. The Londonderry and Coleraine was a decided advantage, and the Carrickfergus and Lough. I think all these other amalgamations which have taken place will also turn out to be equally successful.

51417. What I wanted to know was whether, judging by your experience, one would be justified in thinking that if amalgamation were carried further, either into one or two or three systems, equally satisfactory results would be obtained?—I do not think it can be denied that amalgamation is beneficial, but I do say that amalgamation, such as suggested, would not give the concessions that have been asked for by many witnesses.

51418. What do you mean by amalgamation as suggested?—Into two or three systems, or into one system if you like. It would not bring about such savings as would provide the concessions that have been asked for.

51419. What is your opinion in regard to the extent to which amalgamation should be carried out?—I have no suggestion to make on that point as to what amalgamations should be effected; all I can say is that I think amalgamations do tend to the general benefit.

51420. We have had a good deal of evidence—of course—from one particular line, the only independent line in the North of Ireland, the Londonderry and Lough Swilly in connection with it. Have you anything to say as to what you think would place that line and the traffic of the traders in a better position?—I think it is a decided benefit, as I have already stated, particularly for the smaller line, to be joined up with the larger one.

51421. Have you any suggestion to make as to what should be done with regard to that particular line?—No; I would rather not say that.

51422. I think you are interested with the Great Northern in the opening of the new line from Strabane to Letterkenny?—Yes.

51423. And you are both jointly responsible for the capital of that line?—Yes.

51424. What do you think will be the effect of that line on the traffic that is now going over the Letterkenny system?—Undoubtedly there would be an effort to get a share of the traffic coming from the North-West of Donegal.

51425. Do not you think the result will be that hardly any traffic will go from Letterkenny to Londonderry; that it will all be diverted and go by

Strabane by the Great Northern or your system?—I would not like to say that. The traffic is mostly fish traffic, and it depends on the services given by the two routes. It will find its way by the quicker service.

51426. You admit, I suppose, that ratepayers on that system run a good chance of losing any little traffic which they at present possess?—Yes; they will lose something of it.

51427. And I think you will admit that at the time that Bill was before Parliament the people did they best to oppose it?—They did.

51428. And at that time the Chief Secretary, Mr. Wyndham, admitted that it might be prejudicial to their interests, but that the country demanded the construction of that line?—It was considered that it was to the general interest that it should be constructed.

51429. You are aware, of course, that the ratepayers in that district are subject to a very heavy burden in respect of it?—Yes.

51430. And that there are two mortgages, one of £50,000 and the other of £35,000, both of which are largely in arrears?—Yes.

51431. I would like to have your opinion as to whether the effect of this new connection, which is manifestly in the interests of your company and of the Great Northern, is not such as to warrant some relief being given to those two contributory areas in respect of the Letterkenny line?—I think we should wait for the introduction of the new line before saying that.

51432. Chairman—It shortens the distance, does it not?—No, it shortens the distance through Dublin somewhat, but not through the other parts. I think I can now give you the figures you were asking for.

51433. The total figures?—You want the total of the Northern Counties first, do you not?

51434. The total of the Belfast and Northern Counties at the time of the transfer.

51435. Mr. Stenton—The total capital of the Northern Counties line before the transfer was, broadly speaking, £5,000,000—I will give you the exact figures now. It was £2,637,194.

51436. What is the capital in the Midland system representative of that?—The nominal capital do you mean?

51437. Yes, the nominal capital?—£25,048,265.

51438. Colonel Hutchinson Pse.—All 2½ per cent preference and debenture stock?—Yes.

51439. Mr. Stenton—There was, therefore, in connection with this transaction a nominal addition of £2,200,000 to the capital of the Irish railways?—Yes.

51440. It has been argued that the Irish railways do not pay a higher dividend than the English railways when you strike out the nominal additions to the capital of the English railways, but if you also strike out this addition of nominal capital to Irish railways would not the effect of that be to raise the average dividend paid by the Irish railways in comparison with that paid by the English railways?—It is a very small figure compared to the additions effected in England.

51441. But it is a very large figure in comparison with the total capital of the Irish railway?—The figures which we put in comparison did not take account of this nominal addition to capital to the Irish line.

Mr. Stenton—This addition has been counted as part of the capital of the Irish railways by the Board of Trade.

Colonel Hutchinson Pse.—No, I beg your pardon; that is not so, I think.

Mr. Stenton—This £2,200,000 odd is a nominal addition.

Witness—It is.

51442. It is not part of any capital raised for the purpose of an Irish railway?—No.

51443. Therefore, if you are adjusting the average dividend of the two countries, and this money is of the Irish capital, it ought to be cast out, ought it not?—Yes, I quite agree.

51444. Colonel Hutchinson Pse.—I think your part of the Midland is pretty well served, and probably you would not say that there was any necessity for any further development on the old railways, but there has been placed before us the desirability of making further extensions between the Great Northern system and points that touch your line, that is to say from Strabane to Cookstown. Could you give us any idea whether there is any necessity, in your opinion, for

such lines?—I have no doubt it would be a great benefit to the district; but no person who sought a return for his invested money would think of getting it into such a line; you would not get private capital to do it.

51443. Under existing circumstances there is no chance of getting private capital—private enterprise—do it?—I do not think there is.

Re-examined by Mr. AICWORTH.

51444. Mr. Aspinall mentioned Mr. Cotton's name. He asked you about the first and second class fares. As I have said you know, Mr. Cotton was a great believer in reducing third class fares considerably; he thought it would very much develop traffic?—Yes, and I think we have gone a very long way in that direction.

51447. But you have not reduced the ordinary second third class fare below 1d. a mile?—No, we are afraid to venture upon that.

51448. Do you agree that if the normal fare were put down to, say, 6d., or something of that kind it would develop traffic very considerably?—It is very problematical.

51449. Mr. Cotton, I dare say you will remember, committed himself to the statement that if you did it the gross traffic would replace the money within six years?—Yes, he made a statement of that sort.

51450. I am not suggesting to you that you ought to do it?—No; the reduction which was made, shortly after that statement was made, in the first and second class fares was very largely an attempt to see how reduced fares would work out, and it was not sufficiently encouraging to warrant an attack on the third class fare.

51451. And that has failed, as all attempts have failed, I think practically, to keep people in the higher classes. Those attempts have failed everywhere?—Yes.

51452. It is a different question with third class. Is it your view that there is no traffic which could be developed?—I do not think so. I should very much like to see lower third class fares, and we have not it to a very large extent by giving more cheap fares. That is to say, we have given cheap fares wherever we saw a chance of developing the traffic. We have tried to do it that way.

51453. You have not tackled that question, and when they take the cheap trains when they go they pay more than double the cheap train fare. The cheap train fare is obviously a good deal less than a halfpenny?—Yes.

51454. Unless they take the cheap trains they pay at least 1d.?—Yes.

51455. You have not tackled that?—I should say we have, in this way; there is a very considerable passenger traffic between Belfast and all the stations along the shore—what we call the shore line as far as Carrickfergus and Larne, and we give single fare tickets by a number of trains every day.

51456. By a number of trains?—Yes, by a number of trains.

51457. But not by all trains?—No, not by all trains. We have approached the subject in this way to see whether we could extend it any further, and I think an examination of our earnings per train mile will show that we have gone as far as prudence would permit. Our earnings per passenger train mile are only something like 2s. 10d.

51458. For passenger train mile?—Yes, per passenger train mile. That comes perilously near working expenses, so we have not felt ourselves strong enough yet to attack the larger question of reducing the third class fare all round.

51459. How many trains does that apply to; can you tell me?—We give it from Larne to Belfast on the trains every day.

51460. All scattered over the day?—Half-past 7 in the morning, 8.45, 10.10, 12.55 and 4.30.

51461. Then if those trains do not suit a man he pays double?—There are not many trains to him.

51462. How many are there at the full fare?—There are seven trains altogether, and we give cheap tickets by five of them.

51463. On five of them you carry passengers for a half-penny a mile, and on the remaining two for a penny?—It is not exactly a half-penny a mile, but a cheap ticket.

51464. For you said single fare for double journey?—Yes, single fare for double journey, but our fares for the double journey are single fare plus two-thirds.

51455. Mr. Aspinall.—Are those trains the business trains?—They are convenient trains.

51456. Mr. Aspinall.—The position of these five trains is, that a man pays the same whether he is going only or going and coming back?—Yes.

51457. What has been the effect of that?—I can give it you in figures.

51458. No, I would rather have your impression; that is much better than figures. Has it developed the traffic largely?—Yes, no doubt it has, because there is something to develop. The point I want to make is that we endeavour to meet it where there is something to meet.

51459. Where you do not make the reduction it will not develop the traffic; that is clear?—If there is nothing to develop.

51460. It will not develop either way, you say?—Yes.

51461. You tell me it has suited the public and largely developed the traffic?—Yes.

51462. Has it hurt your net receipts?—It has brought down our train mile receipts. What the effect would have been on the train mile receipts, if we had kept up our fares, it is impossible to say.

51463. Are you satisfied that you did a wise thing in making that concession?—I think we did.

51464. How long ago did you do it?—It must be twenty years ago.

51465. Just after other questions. You will agree with me, that if there is no traffic worth talking of on the rest of your system, and cannot be any, it does not very much matter whether you charge a half-penny or a penny a mile on the traffic that is not there. That would be true as a logical proposition, would it not?—If there is no traffic to carry, it does not matter what the nominal rates are, does it?—That is quite clear.

51466. May we take it that your experience shows that, where there is traffic to develop, low fares will develop it to the great benefit of the public, and not to the injury of the railway company?—Yes, I think it might be accepted as a proposition.

51467. Mr. Scarle.—We find now that the Board of Trade, for the purpose of calculating the average dividend paid by Irish lines, does include the Midland capital appropriated for the purchase of the Northern Counties Railway as Irish capital. What I want to ask is this, whether in calculating the average dividends paid by Irish and English lines the excess of the Midland capital over the old Northern Counties capital should not be treated as nominal capital of the English and not of the Irish lines?—It should be treated as nominal capital.

51468. If you calculate the average Irish dividend upon the subscribed capital, you must certainly except that £2,800,000?—Yes, I have admitted that.

51469. Chairman.—You keep separate accounts for the Northern Counties Railway, do you not?—Yes.

51470. Do you publish them?—No, we keep them for internal purposes, and for Board of Trade purposes. We supply them to the Board of Trade, and I think they are published in the Board of Trade returns.

51471. Since the amalgamation, has the Midland Company made any loss in connection with it?—The last half-year.

51472. That is exceptional. Take 1904, 1905, 1906, and 1907?—The net savings was able to meet the interest charges.

51473. Although they paid an additional rate of interest to the Ordinary shareholders?—Yes.

51474. You told us that your company, the Belfast and Northern Counties, consisted of eleven companies?—Yes.

51475. Do you think the amalgamation of those companies is a great factor in the development of all these industries which you told us about yesterday?—The growth of the railway system and of these industries has been concurrent.

51476. Do you think there would have been the same development if those companies had remained independent?—I am afraid not.

51477. Therefore, it has been an immense advantage to the district itself and no disadvantage to your company?—Yes, you may take that as so.

Chairman.—We are very much obliged to you, Mr. Harrington.—Mr. Curran has said in his evidence with regard to Mr. MacNulty's tables comparing Irish rates and Continental rates. He has prepared a very good table, and I am prepared to give

Nov 11, 1905.

Mr. James Curran, Secretary and Manager, Midland Railway (Northern Counties Committee).

The charge taken between Belfast, Larne, Carrickfergus, &c., has largely developed the traffic.

But adversely affected the train mile receipts.

How long these cheap tickets have been in force.

Quantities of the evidence as the Board of Trade Returns of the Midland capital used for the purchase of Northern Counties Railway to Irish capital.

Separate accounts kept for that line but not published; being only kept for the Company's purposes.

Supplied to the Board of Trade and published in their Returns.

Since the transfer the net revenue sufficient to meet the interest charges.

An additional rate of interest paid to the ordinary shareholders.

The amalgamation of the companies forming the Northern Counties is a factor in the development of industries.

Nov. 11, 1906.

Mr. James  
Cowie,  
Secretary and  
Manager,  
Midland  
Railway  
(Northern  
Division  
Committee).

The Tables of  
Comparison of  
Irish with Con-  
tinental rates  
submitted by the  
Department of Agri-  
culture.

Notes for  
Irish traffic  
from Bally-  
mena to  
British  
stations.

The charges  
shown repre-  
sent the full  
transport cost  
from point of  
production.

The Continent-  
al rates  
quoted were  
from the ports  
only.

The bacon  
rates from  
Ballymena  
to Birmingham  
and other Eng-  
lish stations.

The rates from  
Continental  
ports to the  
same stations  
for similar  
traffic.

it now. Would it not be a convenient time to take it, sir?

Mr. Scrton.—It would be satisfactory if the memorandum prepared by Mr. Cowie could be appended to the Minutes of Evidence.

Mr. Barrington.—I think he should be afforded an opportunity of explaining it. The matter affects his company. It is a very important thing, and I think he should be heard.

Chairman.—I have looked through it. Of course, I don't deprecate the value of it, but I do not think it has any particular bearing on our enquiry.

Mr. Barrington.—The impression left by Mr. MacNulty's tables would be that the Continental rates are lower than the Irish rates, but I understand on Mr. Cowie's tables a contrary state of affairs appears, and this will not appear to the public unless he is allowed to give them.

Colonel Hutchinson Peck.—I should like to have this statement, and cross-examine Mr. Cowie on it, sir.

Chairman.—I put it to Mr. Cowie yesterday. I thought you had all been cross-examining him two or three times.

Colonel Hutchinson Peck.—I raised the point yesterday, and I desisted from cross-examining Mr. MacNulty on Mr. Cowie's proof because he had not had an opportunity of explaining it himself.

Chairman.—Are you prepared now to do it?

Re-examined by Colonel Hutchinson Peck.

51493. Yes. (To the Witness).—I think you wish to make some remarks with regard to the Tables A, B, and C supplied by Mr. MacNulty?—Yes. In regard to the tables marked A, B, C, supplied by the Department of Agriculture, I am interested only in Table A, so far as it relates to bacon traffic from Ballymena, which shows rates from that station to certain places in England and Scotland in comparison with rates from Continental ports to the same places. It is to be observed that for the Irish product the rates are taken from Ballymena, which is the point of origin where the carcasses are purchased, cut up, prepared and packed, and the quoted rates sent thence direct to the English and Scotch centres named, and therefore the charges shown represent the full transport cost from point of production. On the other hand, the Continental traffic must be first drawn from interior points or sources of origin and consequently chargeable with the conveyance cost from actual point of production to the Continental port, with necessary charges, such as port dues, etc., etc. I understand the original sending points on the Continent are varied, and in many cases situated a considerable distance from the port, but I think it will not be considered unfair if I take the Irish rail distance, Ballymena to Belfast, the point of shipment, which is 33 miles, and assume it as an average distance which the traffic would be conveyed on the Continent before reaching the port, and taking the average cost in the five countries from the ports of which rates have been used in comparison on tables for the distance named, plus port dues, etc., it would give about 8s. per ton, and I take this amount as a reasonable addition to the lowest rate shown in the table from each Continental port, and in the cases of the Dwyer and the Boulogne to London rates have added 5s. per ton for London cartage, as these rates are station to station. I submit a statement of comparison.\*

51494. Will you give the rate for bacon from Ballymena to Birmingham and other English stations?—From Ballymena to Birmingham the rate is 39s. 8d. per ton; to Derby, 37s. 6d.; to Leeds, 39s. 8d.; to London, 20s. 8d.; to Liverpool, 15s.; to Manchester, 37s. 6d.; and to Glasgow, 15s.

51495. Will you give the rates from Continental ports to the same English stations. I suppose we had better get the particular details; there are only five or six of them?—From Rotterdam to Birmingham, 46s.; from Antwerp to Birmingham, 46s.; Hamburg to Birmingham, 42s. 11d.; Bologne to Birmingham, 42s.; Dwyer to Birmingham, 42s.; Boulogne to Birmingham, 42s.

51496. Mr. Scrton.—Where do you get these rates from?—These are taken from Mr. MacNulty's tables.

Mr. Scrton.—Then these are his figures.

Colonel Hutchinson Peck.—Yes, they are his figures, plus 8s.

Witness.—Exactly. Rotterdam to Derby, 42s.; Antwerp to Derby, 42s.; Hamburg to Derby, 42s. 11d.; Dwyer to Derby, 42s. 11d.; Boulogne to Derby, 42s. 11d.

51497. Will you take from Dwyer and Boulogne to London?—From Dwyer to London for fresh bacon the rate is 42s. a ton, and for salted and smoked bacon, 27s. From Boulogne to London it is 22s. 8d.

51498. Chairmen.—Do you object to the table being printed just as it is?—No, sir.

Chairman.—Then we will take it, and you need not read out the figures.

Witness.—Very well.

51499. Colonel Hutchinson Peck.—Will you state what the average difference per ton in favour of the Irish over the Continental producer is?—The average difference per ton in favour of the Irish producer is 12s. 6d.; Birmingham, 10s. 6d.; Derby, 11s. 8d.; Leeds, 8s. 9d.; London, 22s. 5d.; Liverpool, 18s. 11d.; Manchester, and 42s. 8d. Glasgow.

51500. In respect of which rate is the Continental trader interested?—Only in the case of London traffic from Dwyer and Boulogne. It will be seen that in 29 cases the Ballymena rates are lower by differences ranging from 10s. a ton to 22s. 5d. a ton, and in only two cases are the Ballymena rates higher, the differences being 4s. 6d. and 13s. 2d. a ton. This arises in the rates, Dwyer to London, 120 miles, and Boulogne to London, 100 miles, as against Ballymena to London, 335 miles.

51501. Before you go on I should like to ask you this. In the execution of this abstract you say in calculating the Irish rate you have simply taken the rate from Ballymena to Belfast, and so on?—No, I have taken it from Ballymena right through.

51502. But you have not allowed anything for the cost which, as you have shown in your former proof, has been incurred by the Ballymena trader in getting his pigs into Ballymena?—That only applies to a portion of the traffic, and I presume it would equally apply to Continental traffic.

51503. I thought you showed just now that the Ballymena trader had to pay 8s. 6d. to get his pigs into Ballymena?—8s. 6d. is it.

51504. Your contention was that both Ballymena and Belfast had to draw their supplies from outside districts?—I suppose that would apply to any curing centre, wherever it was situated.

51505. I take it you have added on something to cover the cost of transit from the interior centre to the Continental port, and that you should also allow 8s. in addition to the rates from inland Irish towns to Ballymena?—No; I submit they are on all feet. The Continental curing centre will be just in the same position as the Irish curing centre.

51506. You think then that in regard to the 8s. which you have charged the Continental trader he will have to pay that charge over and above what the Irish trader has?—Yes.

51507. Will you give the prices on the Liverpool market for Irish bacon as compared with Continental and Colonial bacon?—On the 1st September last the highest prices in Liverpool for bacon were: Irish, 66s. per hundredweight; Danish, 66s.; Canadian, 60s.; and American, 52s. 6d.; showing a difference in favour of Irish produce of 3s. per cwt. over Danish, 2s. over Canadian, and 10s. 6d. over American.

51508. So that in other words, in addition to the lower transit charges, which according to your table the Irish trader has to bear, his bacon commands a higher price in the Liverpool market?—He gets better prices.

51509. Can you give the quantity of traffic from Ballymena to cross-Channel stations?—During the 12 months ending the 30th June, 1906, the quantity of bacon and ham sent from Ballymena to cross-Channel ports alone was 3,519 tons. I might say that this industry in Ballymena has been a progressing one, and in the past five years has increased by upwards of 25 per cent.

51510. With regard to the tables of rates, is it 37s. which applied to certain distances in Ireland and certain corresponding distances on the Continent, I think you have been at some trouble to identify the particular stations on your system to which those rates apply?—Yes; we have taken out from the records of the Department of Agriculture our stations which have been selected for compiling those tables.

51511. What is the result?—In a general way I do not know how they managed to hit upon a number of rates which they have got. As an example, I will call attention just to one case.

51512. Generally speaking, what conclusion have you arrived at as to the manner in which those tables

\* See Appendix No. 2 (E).

have been prepared?—They have not had any regard to the actual traffic that is being dealt with. Mr. MacNulty gave the key to it in his evidence yesterday, I think. He said he took no notice of what is called temporary rates or rates for traffic in larger quantities than 10 tons, but these are the rates at which the traffic is actually being carried. Therefore I think the tables based upon those figures are entirely erroneous, and not only so, but curious errors have crept up in taking out the actual figures. I might just mention this one case which has presented itself to me in going through the tables. We have a rate of 5s. a ton in existence and recorded in our books for grain between Derry and Dungiven, and we have a similar rate of 5s. between Derry and Portrush. If you refer to page 12 of my proof you will see that the rate for oats between Derry and Dungiven is quoted as 5s. 9d., and between Derry and Portrush as 7s.

51503. Had you not better go through them as you have given them there in the proof?—This is a particular example showing the inaccuracy of the rates given by Mr. MacNulty. On page 13 you will find barley quoted between Derry and Dungiven at 6s. 3d., and between Derry and Portrush at 7s. 6d. On page 17, Indian corn quoted at 5s. in each case, and on page 19 you will find four at different rates again—5s. 6d., Dungiven; and 7s., Portrush.

51504. What ought the correct rate to be in those cases?—In all those cases the correct rate is 5s.

51505. With regard to the other stations on these particular pages, with regard to oats, barley, and so on, the rates are correctly given, I believe. I see you say something about the last one?—I have corrected them in all these cases—at least I have shown the correct figure.

51511. There is only one table in most of these stations for Ballymena. Is not that so?—Yes.

51512. The Department's tables show there is a lowest rate of 1s. 9d. and a highest rate of 2s. 11d.?—Yes, but that does not imply that those two rates apply between Ballymena and Glentiesford.

51513. What is the rate that appears actually in your book?—2s. 6d. is the rate.

51514. And that is the only rate in your book?—Yes, that is the only rate in the book.

51515. Does traffic pass from all stations that are given in your proof?—Oh, no. Traffic does not pass between many of the stations which are taken in the tables.

51516. Will you go back to page 6, which is the one referred to—eggs. You give those four stations to which the distances in Mr. MacNulty's tables apply, and the rates given in Mr. MacNulty's tables correct or incorrect in respect to eggs?—With the exception of the last one, Glenties and Belfast, those rates are correct.

51517. What is the difference in respect of Glenties and Belfast?—The tables show 32s. 8d., and the correct rate is 22s. 8d.

51518. A difference of 10s.?—Yes.

51519. Now, with regard to the next table on page 7?

Witness.—Are you going all through this?

51520. Colonel Hutchinson Pae.—I was asking the general question whether the rates as given by Mr. MacNulty are generally correct or incorrect. (To the Witness).—Now, will you deal with page 7. Those are samples of rates for traffic which is really passing between certain stations. Are I right in saying that in respect of those particular stations the actual working rate charged by your company is lower than the rates given in Mr. MacNulty's tables?—Considerably lower than Mr. MacNulty's lowest rates.

51521. And very much lower than the highest rates?—Yes, very much lower than the highest rates.

51522. With regard to butter on page 8, does traffic pass between any of those six stations given there?—There is no traffic in butter between Ballymena and Londonderry.

51523. Is there any other station to which "no traffic" applies?—There might be some at the other stations, but there is not much.

51524. How do your rates compare with Mr. MacNulty's?—There is Londonderry and Castlereagh; that is, of course, on the Donegal joint line, and I do not know that any better passes there.

51525. The rate given by Mr. MacNulty is, as a matter of fact, lower than the rate which appears in your book in that case, is it not?—Yes; that is the ordinary class rate.

51526. But no traffic passes?—There is no traffic passing.

51527. Take Ballymena and Belfast. Does traffic pass between those stations?—There is some traffic there.

51528. What is Mr. MacNulty's rate?—His lowest rate is 13s., and his highest, 15s. 7d., and our rate is 15s.

51529. So he has given you the benefit there?—We are between the lowest and highest.

51530. Mr. Scroon.—That is the usual thing, that your rate is between the lowest and the highest?—I do not agree to that.

51531. Is the majority of cases?—No.

51532. Colonel Hutchinson Pae.—Will you give those three cases at the foot of page 8?—Belfast to Randalstown; there is considerable traffic there. Our rate is 6s. 9d. against Mr. MacNulty's lowest of 7s. Belfast and Cullybackey; our rate is 8s. 6d. against Mr. MacNulty's lowest of 10s. 2d.—

51533. Mr. Apinoff.—That is not quite comparable, you are, because your distance is 37 miles and Mr. MacNulty's is 40?—It is as near as we can approach it.

51534. Colonel Hutchinson Pae.—Now, with regard to horses, Mr. Cowie, you have a certain number of stations to which these distances apply. Will you give the instances in which the rates given by Mr. MacNulty are incorrect, according to your showing?—Yes. Take Ballymena and Coleraine: the rate given by Mr. MacNulty is 6s. 6d. per ton, whereas the correct rate is 5s. Between Derry and Dungiven he takes a rate of 8s., whereas the correct rate is 7s. 6d. Between Ballymena and Lomavady again he takes a rate of 12s. 4d., the correct rate being 12s. 6d.

51535. Is the other instances his figures are practically correct?—His figures are correct.

51536. And with regard to the stations you have named in the top table, does traffic pass in all instances between those?—No; between very few.

51537. You have a list of fourteen or fifteen. Between how many does traffic pass?—I should say that traffic does not pass between any of those stations. Between Derry and Dungiven there may be some.

51538. And what would your contention be with regard to the rate which you have quoted?—Well, there is a special rate in existence between these points.

51539. That would not be your working rate?—That 7s. 6d. rate would be the working rate there.

51540. But with regard to the other points?—The ordinary class rates apply. But where we have traffic passing in any considerable quantity we give lower rates than that. Take Belfast and Ballymena, where there is a considerable traffic. There is a rate of 6s. 6d. per ton as against the lowest rate quoted in the tables of 8s.

51541. And Belfast and Castledawson?—Take Belfast and Castledawson. There is a rate of 8s. 6d. in operation against Mr. MacNulty's lowest rate of 11s. 7d.

51542. And in those seven instances of stations between Belfast and other points your rate, according to this table, is in every instance largely below those shown by Mr. MacNulty?—Considerably.

51543. Lower than the lowest. Now, with regard to oats. Can you point out any distances where there is any material discrepancy between Mr. MacNulty's figures and yours?—Yes. He takes a rate of 3s. 6d. per ton between Derry and Bellarena, the correct rate is 3s. 6d. Again, between Derry and Dungiven he takes a rate of 5s. 9d., and the correct rate is 5s. Between Derry and Portrush he takes a rate of 7s., the correct rate being 6s. Again, between Belfast and Maghera he has a rate of 7s. 6d., the correct rate being 6s. 6d.

51544. But I think the rate Mr. MacNulty has given between Belfast and Maghera is 5s. 6d.—the lowest?—His lowest rate is 5s. 6d. I am now speaking of the figures he has recorded in connection with the pairs of stations that he has selected on our line. He selected a rate of 7s. 6d. there, the correct rate being 6s. 6d.

51545. But the 7s. 6d. rate is not in his proof, which I have?—Between the two.

51546. But his lowest rate really gives him no benefit?—His lowest rate is lower than that rate. To

Nov. 11, 1900.

Mr. James Cowie,  
Secretary and  
Manager,  
Midland  
Railway  
(Northern  
Counties  
Committee).

The tables of comparison of  
Irish with  
Continental  
rates submitted  
by the Department  
of Agriculture—cont.

The rates for  
butter from  
Londonderry,  
Ballymena,  
Ac.

The horse  
rates between  
certain  
stations

The rates  
where traffic  
passes lower  
than those  
quoted in the  
tables.

Instances of  
discrepancies  
in the rates for  
oats.

Aug. 11 1903.

Mr. James  
Conry,  
Secretary and  
Manager,  
Midland  
Railway  
(Northern  
County  
Commission).

The tables of  
comparisons of  
Irish with  
Continental  
rates submitted by  
the Department of  
Agriculture—con.

Instances of  
discrepancies in the  
rates quoted for oats  
and barley.

The correct  
rates in many  
instances  
lower than the  
lowest  
rates quoted.

taking his lowest rate he has not taken cognizance of our stations only, but of all the stations throughout Ireland to which those distances apply.

51547. Now, in regard to rates which are appreciably lower in your system than in his, will you give the instances?—We have a considerable traffic between several pairs of stations. Between Ballymena and Coleraine, for instance, our rate is 1s. 9d., and his rate is 1s. 6d. there. That is the same. Between Belfast and Ballylilly our rate is 2s. 3d. against his lowest of 2s. 6d. Between Belfast and Portrush our rate is 5s. against his lowest, 8s. 10d. Between Belfast and Rylton our rate is 5s. against his lowest of 10s. 4d.

51548. So that in practically five instances out of six your rates are lower than those shown by Mr. MacNulty with regard to that traffic?—Yes.

51549. Is there any second with regard to barley?—The same remarks apply to barley.

51550. I see here that your rates are higher than those given by him as regards barley?—A great many incorrect rates are given there. For instance, between Ballymena and Ballylilly there is given a rate of 4s. 6d., the correct rate being 2s. 6d., and that is less than the lowest rate he has quoted in his tables. The lowest he quotes is 3s. Then between Londonderry and Dargrave he has taken 6s. 3d., the correct rate being 5s.

51551. But to be fair to him, you must admit that he has also given a lower rate of 4s. 6d. 1/2?—Yes; I admit that I have marked that in the table.

51552. So that you are actually charging there 3d. more than he says?—Yes.

51553. And similarly with regard to Londonderry and Dargrave?—Between Londonderry and Portrush he takes a rate of 7s. 6d. against the correct rate of 5s. And between Londonderry and Dargrave he takes a rate of 9s. 3d., the correct rate being 8s. 6d.

51554. But there is also a lower rate of 5s. 6d. 1/2?—His lowest rate is 5s. 6d. My point is that he has given incorrect figures in very many instances.

51555. Mr. Ascroft?—There is no rate given in Mr. MacNulty's table, as produced, between Londonderry and Dargrave?—No; but these are extracted from his statements.

51556. I understand that the Department furnished you with the rates so far as they affected your own lines as between particular stations which Mr. MacNulty's compilers had used?—Yes. These are the rates so far as the Northern Counties line is concerned. They were used by the Department in compiling the tables.

51557. And you found that the rate he had used between Londonderry and Dargrave was 9s. 3d., whereas the proper rate was 8s. 6d. That is the position, is it not?—That is the position.

51558. Colonel Hutchinson?—Now, as to Indian rates figures with regard to wheat?—The rates that he has obtained for wheat there are correct. I have not to call attention to any errors there, except that I give some instances in connection with the wheat traffic of special rates that we give between places where traffic is regularly carried.

51559. How does your actual working rate for 5 tons between Belfast and Ballymena compare with the rate quoted by Mr. MacNulty?—For 5-ton lots our rate is 4s. 9d. against his lowest of 5s. For 100-ton lots we have a rate of 4s.

51560. Chairman?—That is for a very large lot?—For regular traffic, six; cargoes, in fact.

51561. Colonel Hutchinson?—Now, you have come?—There are some errors in transcribing our rates there also. For instance, between Belfast and Maghera he takes a rate of 7s. 6d., and the correct rate is 6s. 10d.

51562. That is for 5-ton lots?—5-ton lots.

51563. Any other discrepancy?—There is Londonderry and Glarryford. He takes 6s. 6d., the correct rate being 5s. 10d. I should perhaps, in fairness, point out there that this rate also is for 5 tons, whereas he was taking out the rate for 5-ton lots.

51564. Chairman?—The 5s. 6d. might be correct?—It cannot be correct for over 6 tons. Then there is Londonderry and Ballintra, for which he quotes 8s. 6d., the correct rate being 8s. For Londonderry and Carrickfergus he has 11s. 8d., the correct rate being 10s. 9d.

51565. Colonel Hutchinson?—These are for anything under 5-ton lots?—No. The 5-ton limit applies

in only two instances there—the Belfast and Maghera, and the Londonderry and Glarryford.

51566. But I mean the comparisons in his tables are taken on the same basis as yours with regard to other rates?—Yes; with regard to other rates they are on the same basis.

51567. Then you have some working rates. I think there are only three cases of 5-ton lots though there are large quantities of Indian corn at special rates?—Well, even in the 5-ton cases the actual rates are lower than his lowest. But in those cases where large quantities are stipulated the traffic is large, and a goes in those quantities.

51568. Now, with regard to flour. Are there any instances where you have 5-ton rates which are lower than his?—Yes; there is Ballymena and Ballylilly, he takes our rate as 4s. 6d., whereas it is 2s. 6d. against his lowest of 3s. For Londonderry and Dargrave he quotes 5s. 9d., the correct rate being 5s. as against his lowest of 4s. 3d. For Londonderry and Portrush he quotes 7s., the correct rate being 5s. against his lowest of 6s.

51569. For Londonderry and Ballintra?—He quotes 8s. 6d., the correct rate being 8s.

51570. But, on the other hand, there is a minimum rate of 5s. 1/2?—His lowest is 5s.

51571. And in those four instances considerable traffic passes those four stations—Ballymena and Ballylilly, Londonderry and Dargrave?—Between Londonderry and Dargrave there is some traffic, and some between Londonderry and Portrush.

51572. And between Londonderry and Ballintra?—There is not very much there, but there is some.

51573. Now, with regard to stations where, I presume, considerable quantities of traffic pass, how does the comparison stand?—Our actual rates are a good deal lower in many cases than the lowest rates he gives in the tables.

51574. What of Belfast and Larne?—For Belfast and Larne our rate is 5s. as against his lowest of 4s.

51575. And Ballymena and Portrush?—4s. 6d. as against his lowest of 6s.

51576. And there is one I see between Belfast and Ballylilly?—We have two rates there: 6s. 6d. for 5-ton lots, and 5s. 6d. for 10-ton. Mr. MacNulty's lowest is 5s.

51577. Is that one your rate is really higher for a small quantity?—Admittedly.

51578. And with the other exceptions your rates are lower with regard to flour?—Yes.

51579. Now, with regard to potatoes?—There are some errors in the rates that he transferred. For instance, between Belfast and Maghera he has a rate of 7s. 6d., the correct rate being 6s. 6d.

51580. Between Derry and Ballintra?—He has 8s. 6d. against 8s.

51581. With a minimum of 5s. in his case?—A minimum of 5s.

51582. Between Derry and Ballyshannon?—The rate he took was 5s. 2d. against 5s. 4d. His lowest is that case is 6s.

51583. Londonderry and Larne?—There is not much in that case.

51584. That is rather against you?—Yes, it is against us. He gets 12s. against the correct rate of 12s. 6d. That is, of course, the class rate.

51585. Is there no traffic passing?—No; absolutely none.

51586. And is your contention that if traffic did pass your working rate would be considerably lower?—There is no doubt about it, if there was any considerable traffic.

51587. There is a large traffic in potatoes?—Yes. I give a number of instances where we have a considerable traffic; and, as you will perceive, the rates are a good deal lower than the lowest given in the tables.

51588. In every one of these pairs of stations your rate is much less than Mr. MacNulty's lowest?—Yes, that is quite true.

51589. As to agricultural seeds?—Well, he has been fortunate in the case of agricultural seeds in getting the correct rates, except in one instance. There is only one small instance. There is not much in that table.

51590. Then, with regard to rates for seed wheat traffic passes in any quantity?—We have a number of instances where grass seed passes in quantities, and we have special rates in all cases.

51591. And they are an every case?—No—Lower than his lowest.

Errors made in the transcriptions of Indian corn rates by the Department.

The rates for wheat correctly quoted in the tables.



51598. Yes. What of dead pigs?—There is not much to say about them. Where the traffic passes we also give special rates. They correspond fairly well with the lowest figures, but they are somewhat lower than the lowest.

51599. Mr. Akerth.—Just one question. I understand that you have checked every rate quoted by him?—We have.

51600. I have been through them; and I find that, leaving out cases where you have corrected a five-ton rate and given a six-ton, which I do not think is quite fair, I find that where the rate did apply for the quantity named, you have, in twenty-seven instances, corrected the tables of the Department?—I have not corrected the number.

51601. Perhaps you will check me when you come to revise your evidence. I find that you have made twenty-seven corrections. Of those twenty-seven, in twenty-five cases you have shown that the department used too high a rate. In only two cases did

the department use too low a rate; so the effect has been that twenty-five times out of twenty-seven you have suffered in the comparison. Perhaps you will not mind checking that when you come to revise your evidence?—I will do so.

Colonel Hutchinson Post.—Surely, to take those rates where traffic passes—

Mr. Akerth.—I do not wish to discuss the general question. The department has made twenty-seven errors in transcribing their rates, of which two tell in favour of the company and twenty-five tell against it.

51602. Chairman.—Of course, they are all on the notes now. Probably we had better let Mr. McNulty have an opportunity of seeing what he can make of them?—I know they have been checking those tables which I have put in with their own officials.

Mr. Sutton.—The evidence of Mr. Cowie upon the detail of the rates should, in the first instance, be referred to Mr. McNulty.

Nov. 11, 1908.

Mr. James Cook,  
Secretary and  
Manager,  
Midland  
Railway  
(Northern  
Committee).

Witness's  
evidence to be  
referred to  
Mr. McNulty.

Mr. JOHN R. KERR, General Manager, Cork, Brandon, and South Coast Railway, examined by the CHAIRMAN.

51597. You are General Manager of the Cork, Brandon, and South Coast Railway?—Yes.

51598. How long have you been with the company?—I have been General Manager for the last five years, and engineer for twenty-five years previously.

51599. I think there are two or three small questions which you wish to bring under our notice with reference to the evidence given by previous witnesses in connection with your line. What is the first one?

—There are complaints made against us that are comparatively trifling, but they have been published. The first was in connection with the through rate for slate from Skibbereen to Killarney. There is no physical connection between our line and the Great Southern line, which runs to Killarney, and we have in operation a low rate, a station to station owner's rate, for slate from Skibbereen to Cork; and the Great Southern Company have also a low rate in operation from Cork to Killarney. We were asked to quote a through rate. We referred the matter to the Great Southern; they could not see their way to quote the rate; and we could do no better than to quote our own rate and that of the Great Southern, and add transfer charges.

51600. We have had all this explained before?—Well, I should like to say that in addition we were asked to reduce the rate, already too low, and we were expected to pay the Cork transfer out of our own pocket, and make the rate a company's rate.

51601. How far do you carry the traffic?—54 miles to Cork.

51602. What is your rate?—3s. 4d. a ton.

51603. You find wagons?—We find wagons.

51604. And you do the loading and unloading?—Yes.

51605. You do the unloading?—No. It is an O.R.—an owner's labour rate—at both sides; at Skibbereen and at Cork.

51606. There is no consignment at Cork if it is going West?—There is no through rate. If there was a through rate we should be expected to do it.

51607. Who does it now?—The consignment in Cork does it.

51608. There is no consignment in Cork?—Yes, there is. As the rate stands at present the traffic terminates in Cork.

51609. The complaint was in reference to the through rate?—Yes; that it was impossible to obtain a through rate.

51610. And there is no physical connection?—No.

51611. Mr. Sutton.—Do you say that the absence of a physical connection is a good general reason against a through rate?—Not in all cases.

51612. But under special circumstances?—In that case I think it is.

51613. In Mr. Cowie's letter of the 3rd September, 1905, to Mr. Ranganford, he quoted the distance as 75 miles?—I cannot account for that error, for we have no such distance on the line. Perhaps you are dealing with the original letter?

51614. I am?—I cannot account for that; 54 miles is the distance from Skibbereen to Cork.

51615. That makes your rate 3d. a mile as against 11-15d. on the Great Southern?—Yes.

51616. Yours is a very much lower rate?—Yes; ours

is a specially low rate for the native slate. The rate has been in operation for a long time.

51617. Are your rates generally lower than those of the Great Southern?—I should not say so. That rate is exceptional.

51618. Colonel Hutchinson Post.—I think you were quite prepared in that instance to give a through rate. It was a disinclination on the part of the Great Southern?—They declined to give the rate, but it would have been difficult to arrange in any case.

51619. Chairman.—What about the abolition of the second class?—The second class has been abolished on our line for the last eighteen months.

51620. What has been the result?—Very much what we expected. We have lost practically the difference between our previous first class and second class traffic, which represented a small sum; and we have considerably reduced the cost of handling the combined classes.

51621. You work more cheaply?—We work more cheaply.

51622. What is your first class fare?—Our present first class fare is 1-6-6d. per mile.

51623. A little more than 1-4-8?—Yes. That is lower than the previous second-class fare.

51624. And have you reduced your third class?—No, that is still 1d.

51625. You adopted the Great Southern and Western system in reference to season tickets?—Traveller's tickets.

51626. You adopted their scale?—Yes.

51627. What about that Ross Carbery line. I think we were asked to leave over that question until you came?—That is a line that has been promoted locally on at least one occasion, but our company have opposed it whenever it was promoted, on the ground that the line itself could not possibly pay, and that it would help to damage an existing line running practically parallel to it.

51628. Mr. Sutton.—There was evidence that your company opposed the line without giving the reason?—We give the reason. The projected line would run into a narrow district, with the sea on one side and the existing line on the other.

51629. Chairman.—What about the Castletown Line?—It has already been twice promoted; once within the last seven or eight years; and it is a line to which we should have no objection ourselves, but it is a line which we could not undertake to work; a line from Bantry to Castletown. There is a second promotion from Kilmarnock to Castletown. We work the existing traffic to Castletown by means of two steamers; and that traffic at present earns only about £2,500 a year.

51630. Have you anything to say about the fish traffic on your line?—Yes, the evidence given about it was very misleading. There is very little fine fish of any kind caught along our coast. We have only one local steam trawler on the system, and the fish caught is sent to Cork by rail. The heavy trawling is done by Milford and Fleetwood boats. They ice their catch on board, and run direct when filled up with fish. The haddock fishing is entirely different; that is, worked by the local boats, and the fish is brought into the small harbours along the coast, is iced there, and is nearly all taken direct to Milford by sea in the

Mr. John R. Kerr, General Manager, Cork, Brandon, and South Coast Railway.

The complaint as to the absence of a through rate for slate, Skibbereen to Killarney.

Recent abolition of second class, and the result.

The existing first and third class fares.

Adoption of the G. & W. Co's scale for traveller's tickets.

The Co's objection to the promotion of Ross Carbery line.

No possibility of a paying.

The proposed line to Castletown.

Modes of working, and extent of the present traffic.

The fish traffic very small.

Practically all carried by sea.

Nov. 11, 1908

Mr. John R. Keay, General Manager, Cork, Bandon, and South Coast Railway

The proposal to the Allport Commission as to railway extension at Kinsale.

Extension very desirable, but would be uneconomical.

Complaint as to want of being economical.

Range taken by the Company could be involved.

The third class fares about the same as those charged on other lines.

First class fares as low, and fairly correspond with the second class on other Irish lines.

The goods rates generally the same as on other railways.

Importance of branch lines has not been sufficiently satisfactory. Backward districts would be better developed by motor services.

The proposed line in the district could never become profitable.

No existing line is willing to take up the work of these lines except upon a guarantee against loss.

fish trade. What goes otherwise is taken altogether by our Company, running to Cork, and is either run from Cork direct by rail to Holyhead, or from Cork direct by steamer to Milford and Liverpool.

51631. Colonel Hutchinson Peck.—Does not a considerable quantity of fish come in for sale?—Yes.

51632. That goes over your system?—All except that which goes direct by sea.

51633. But the railway runs to the harbour only?—It does not run to deep water at Kinsale.

51634. I think it was pointed out at the time of the Allport Commission in 1890 that it was very desirable that an extension should be made to the pier?—Yes; it has never been done.

51635. It is very desirable?—It is very desirable from the Kinsale point of view. I do not think it would pay the cost.

51636. The traffic has not developed since 1890?—No. There was also a complaint made of the great want of being accommodated. Our company bought an ice hall, and for two years they bought and conveyed cargoes of ice from Norway, and sold them at cost price to the small buyers. But we had a heavy loss on the transaction, and the small buyers did not make use of the ice.

51637. Chairman.—That was an experiment?—And there was no idea then of encouraging the small buyer a huge local benefit would result, and that better prices would be got for the fish.

Examined by Mr. Saxton.

51638. Do you say that your passenger fares are lower than those usually charged on the other lines?—I should say that they are much about the same; that is, taking the exceptional fares into account with the ordinary fares.

51639. No; but take the ordinary fares?—Our ordinary fares are 1s. a mile, third class; that is, for the bulk of the traffic.

51640. Your first-class fares are fixed at 1.6d. What are the second class?—There are no second class.

51641. There are only two classes now. What is the other class?—Id. a mile is the present third class fare.

51642. Then you say the fares are somewhat like those on the other lines?—Yes, the third class. I take it that was the point you referred to.

51643. Chairman.—But your first-class fares are less?—They correspond practically with the second class on the other Irish lines.

51644. Mr. Sexton.—The third class fares correspond with the second class on the other lines?—No. The third class fares correspond practically with the third class on other lines, and our new first class correspond practically with the second class fares on other lines.

51645. And are cheaper, therefore, than the first class fares on the other lines?—Yes.

51646. Are your goods rates generally lower than those on the other lines?—No; I should think they would be the same.

51647. We have had evidence that a great many minor branch lines and ferries are needed in various parts of Ireland for the development of traffic and of production in more or less backward districts. Have you formed any view on that question?—My opinion is that those backward districts would be better developed, in the first instance at any rate, by a motor service. Our experience of branch lines has not been financially satisfactory.

51648. Of course, an existing railway company regards a proposed branch line simply from the point of view whether it will pay?—Yes, directly or indirectly.

51649. Pay immediately, pay soon?—Yes.

51650. An existing company, having to guard its net revenue, is not willing to look forward to an indefinite future?—Not for an indefinite period.

51651. But yet these lines, regarded from what I may call a national point of view, may fulfil a most valuable function in regard to the community, and may become ultimately profitable?—I do not think that the lines to which I have referred in our district could ever become profitable.

51652. But no doubt there are numerous lines which, though not remunerative from the beginning, would be useful and might become profitable?—Possibly.

51653. If we take it that these lines, or most of them, do not promise a profit on working expenses at first, no existing company would be willing to take up

the working, except upon a guarantee against loss in working expenses?—That has been the result, more or less.

51654. That being so, do you see any means whereby, under existing arrangements, such lines could be provided?—No.

51655. There would have to be some vital and general change in order to guarantee the formation of such lines?—Either that or a local guarantee.

51656. And the experience of local guarantees, and the feeling with regard to them, as crystallised in the evidence before this Commission seem to indicate that such guarantees will not be forthcoming?—I do not think they will.

51657. If not, and if existing companies are not willing to work except on a guarantee against loss of working expenses, it seems pretty evident that there must be some organic change before such lines can be made?—Yes.

Examined by Colonel Hutchinson Peck

51658. With regard to the question of guarantee, I suppose you have followed the recent action of certain County Councils, both in the North of Ireland and the West, with regard to a projected railway to Bellinlet, and to the Ards Railway?—Yes.

51659. I think you know that in the case of the Bellinlet Railway, the Mayo County Council refused to join in the guarantee; and that the County Down County Council refused to join in the guarantee for the Ards Railway; and that would seem to indicate an increasing disinclination of local bodies to make any such extension as involved the giving of a guarantee?—Yes.

51660. I think you have a small railway running almost parallel to your's within a short distance at Cork, with which, until some 10 or 15 years ago, you had practically a connection?—About 30 years ago they ran to our terminal station at Cork.

51661. And then, owing to some disagreement between the two companies, that connection was cut off?—The Macroom Company, at great expense, established a station in a rather inaccessible position in the city of Cork itself, did they not?—Yes.

51662. That could not have been an advantage to either company?—No, I do not think it was.

51663. And I think such a thing could not have occurred in a concentrated, unified system?—No.

51664. That affords another instance of the evils arising from disconnected action, and perhaps from antagonistic interests?—Yes.

51665. My only other point is this, I think you afford considerable facilities to two of those small railways in your vicinity—the Ballinsourty and Tinsolagh, and the Schull and Skibbereen?—Yes.

51666. You help them in the matter of rolling stock?—Only one of them; the other is narrow gauge.

51667. You help one of them?—Yes.

51668. Do you charge them anything for office accommodation at Skibbereen and at Ballinsourty?—They pay rent for the working at both stations; which working is done by us.

51669. It has been suggested that the rent is rather high, having regard to the financial difficulties in which those companies are circumstanced?—Well, if they did the work themselves, it would cost them more.

51670. On you say what the rent is?—The rent for the Ballinsourty station is £200 a year, and for the Schull and Skibbereen it is also £100 a year.

51671. Was any representation made by the Board of Works that the rent might perhaps be reduced?—I cannot say that any representation was made by the Board of Works; but we have had representations from the companies themselves.

51672. Of course they are not very happily situated?—Neither of them is.

51673. And even a small concession would be, to them, a matter of some importance?—Yes.

51674. You are not prepared, are you, to grant them that concession?—I am not prepared to say anything on that subject.

51675. Now as regards the fish industry. Am I to understand you to say that from one cause and another a considerable traffic in fish was passing twenty years ago, over the railways, a traffic which, at the time of the Allport Commission, there was reason to believe would be still further developed; and that it is now going principally by sea, in steam trawlers and steam carriers, to English and Scotch ports?—At the time of the Allport Commission twenty



Nov. 11, 1898.

Mr. Charles A. Moore,  
Manager,  
Belmont  
and County  
Down  
Railway.

The increase  
in working  
expenses.

Miles of double  
and single line.

The greatest  
portion of the  
line worked on  
the electric  
trolley system.

The Company  
the first in the  
north of Ire-  
land to intro-  
duce rail motor  
carriages.

The successful  
working of  
these carriages.

A more fre-  
quent service  
given to the  
public and  
worked  
economically.

Rail motor  
carriages.

Steamboat  
service to  
Bangor worked  
during the  
summer  
months.

The fares  
charged.

Cost of the  
steamers.

The company's  
hotel at  
Newcastle, and  
cost of the  
equipment.

Rail motor  
service  
between New-  
castle and  
Kilkeel.

Worked at a  
loss but still  
continued  
owing to the  
facility it gives  
the traders.

expenses—the bulk of it?—Very substantially. I can  
get out the figures.\*

51701. Colonel Hutchinson P.O.—Am I right in say-  
ing that your working expenses have gone up 12 per  
cent in the last 20 years. The Allport Commission  
in 1888 referred to the very low working expenditures  
of your railway—48 per cent.—It is 60 now.

51702. Chairman—I understood you to say that the  
present way, etc., had been practically improved  
in recent years, and is well up-to-date. How many  
miles of double line have you?—30 miles of double  
line, and 60 of single.

51703. How do you work the single?—The greater  
portion of the single line is all worked on the electric  
trolley system.

51704. Have you had any experience of motor  
carriages?—Yes, my company. I think, was the first in  
the North of Ireland to introduce rail motor carriages.

51705. When?—We started on the 1st of May, 1895.

51706. Rail motors?—Yes.

51707. Tell us in a few words what is your experi-  
ence?—They have been most successful. They  
have supplied a want and have been very highly ap-  
preciated indeed by the public, so much so that the  
Holywood Urban Council passed a resolution thank-  
ing the company for introducing these cars, which  
had the effect of giving such a substantial service.

51708. How many cars run in a train?—A single  
car. When necessary we put on a trailer, one or  
two ordinary carriages.

51709. Can you put on two?—We can work up to  
four trailers.

51710. The railway gives a more frequent service  
to the public, and is worked at a very cheap rate?—  
That is so. The service to-day between Holywood and  
Belfast is over 100 trains and motors.

51711. Colonel Hutchinson P.O.—Can you give the  
motor train mileage?—We give it separately in our  
report. From January, we run between 40,000 and  
50,000 miles each half year.

51712. It was 54,000 in 1896 according to the Board  
of Trade returns?—We had only 7 months in that  
year, but for the ordinary year it would be between  
80,000 and 90,000.

51713. Chairman.—The motor rail service has been  
a great convenience to the public, and you have found  
it economical in working?—That is so. It has been a  
success so far as we are concerned.

51714. Have you anything to do with steamboats  
in your system?—During the summer months my com-  
pany work a passenger steamer between Bangor,  
Donaghadee, and Larne. The steamer is certified to  
carry 600 passengers between Belfast and Bangor, and  
571 between Belfast and Larne Harbour. Eight  
single trips are made daily, four in each direction.

51715. What is the distance?—About twelve miles;  
On Saturday afternoon a trip is made to Larne  
Harbour. The fares between Belfast and Bangor, for  
return by steamer, are 6d. saloon and 6d. fore-  
cabins. Tickets available for return by rail are also  
issued at 1s. 6d. saloon and first class, 1s. fore-  
cabins and third class.

51716. That is a convenience which, you think, has  
encouraged a good deal of passenger traffic on your  
line?—It has. The steamboat fares are very low in-  
deed; 6d. fore-cabin return ticket on a steamer cost-  
ing close on 250,000. The service is much appreciated  
by the working people. We allow holders of subscrip-  
tion tickets between Belfast, Bangor, and Donaghadee,  
as well as holders of free house tickets, to make use  
of the company's steamer without extra charge.

51717. With regard to road motors we have a great  
deal of evidence as to the want of them?—Yes. Allow  
me to refer for one moment to Newcastle. It was a  
question of my company, small as it is, providing  
such a fine hotel at Newcastle. The hotel has, no  
doubt, been the making of the place, and has cost close  
on £100,000 with equipment. As to the road motors,  
about five years ago my company established a ser-  
vice of road motors between Newcastle, Annalong,  
and Kilkeel, a distance of fourteen miles, for the  
working of goods traffic, which service has been con-  
tinued ever since. A daily service is given on the first  
five days of the week, while on Saturdays the  
machines lie off for a general overhaul and washing  
out. The service has been worked at a loss; but,  
nevertheless, it is continued because of the great  
facility it gives the traders in the district who desire  
to have their goods conveyed cheaply and expeditiously

to or from Belfast. If all the traffic of the district  
were conveyed by motor a different report might be  
expected; but so long as traders bring a large quan-  
tity of traffic by boat into Annalong and Kilkeel  
the service, though worked in the most economical  
way, will, I fear, remain unimprovement. To that,  
if you will allow me, I should like to add another  
few words which I have prepared since, in view of the  
number of occasions on which reference has been made  
to the introduction of these machines for the working  
of traffic in districts not served by a railway. I be-  
lieve I am correct in stating that my company is the  
only railway company in Ireland working steam  
wagons for traffic purposes. Of these we have now  
had close on five years' experience, and I have no  
hesitation in saying that this method of dealing with  
traffic is not only expensive, but uneconomical. I have  
personally taken a great interest in the service which  
we conduct between Newcastle and Kilkeel; and no  
effort has been spared to try and make ends meet. But  
the expense to the wagon use of such a heavy and  
costly machine that it is utterly impossible, with the  
cheap rates at which we convey the traffic, to make  
the service a commercial success. For the informa-  
tion of the Vocational Commission I have taken out a  
full statement of the cost of working for the year  
ended 1896, which was the third complete year in  
which we had this service in operation. During that  
year the mileage covered by the two wagons repre-  
sented 6,304 miles, and the cost per mile worked out  
at 1s. 4-50d. The receipts per mile were less than  
the cost of working, consequently we had a loss at  
the end of the year. The greatest objection to the  
steam wagon is, I think, that the machinery is en-  
cased in a bath hidden from the view of the driver,  
whereas in the case of traction engines, the motion  
is on the top of the boiler, and in full view of the  
driver at all times. This enables him to see if any-  
thing is going amiss, and to correct it, but so such  
facility is afforded the driver in the case of the steam  
wagon.

51718. Mr. Serle.—You say, however, Mr. Moore,  
that if it were not for the very effective water com-  
petition in the case of this route, the road service  
might be profitable?—I believe it would be in that  
district.

51719. Therefore, generally speaking, where water  
competition does not exist, your evidence would rather  
point to the practicability of carrying on such a road  
service at a profit?—It would depend on the volume  
of the traffic and the rates. At the rates we charge  
we never expected that it should bring revenue to the  
company. We simply wanted to get the cost of work-  
ing if we could. For the purposes of the collection and  
delivery of general traffic they are not suitable  
wagons; but if you could employ them between two  
points where you could load them to their maximum  
capacity on each trip, they would, no doubt, be suc-  
cessful.

51720. Are you bound to any particular type of  
wagon?—No. As a matter of fact, we have two types.  
But where you have general traffic you may have one  
day 30 cwt between Newcastle and Kilkeel, and the  
next day five tons. But on the return journey you  
may have nothing for a whole week. If we could get  
sufficient traffic to load our wagons on both journeys  
daily I believe there would be a chance of it paying.

51721. Looking generally at the road motor ques-  
tion, and assuming an absence of effective water  
competition, assuming an inland service and a sub-  
stantial traffic at reasonable rates, have you any reason  
to doubt that the road motor service might be  
worked profitably?—I have no reason to doubt it. At  
the same time, I cannot lose sight of the fact that the  
repairs are expensive, and the amount of money spent  
in keeping these wagons on the road is enormous.

51722. But the traffic in the case you mention has  
been taken by sea?—Perhaps it would be carried  
cheaper by water than by motor wagon, but this  
would greatly depend upon the volume of the traffic.

51723. The fact that on that route a large volume  
of traffic goes by sea forbids taking that instance as  
a general proof that road motors cannot be worked  
at a profit?—Yes, on that road; but, nevertheless,  
the cost of repairs is excessive per mile as compared with  
that of traction engines.

51724. On any route?—Yes, on any route.

51725. Chairman.—I think we can now pose 12  
"train service." What have you to say about that?

\* See Appendix No. 3 (II).

Nov. 11, 1884.

Mr. Charles A. Moore,  
Manager,  
Belfast and County  
Down  
Railway.The number of  
house free  
tickets issuedThe building of  
new houses  
discouraged.The low rates  
for parcels  
in relation to  
other rates.The company's  
rates and fares  
as an  
extremely low  
basis.The lowest of  
any line in  
Ireland.The rates for  
merchandise,  
minerals, and  
live stock  
traffic also  
very low.The same  
general  
classification  
used as on the  
other lines.No reduced  
classification,  
but a system  
of exceptional  
rates given.Particulars of  
the principal  
classes of  
traffic carried.Proportion of  
this traffic to  
the whole.

—The company's train service, winter and summer, is generally admitted to be most liberal in view of the traffic, and, as a result, our earning power per mile have not advanced for the past ten years, although the receipts per mile of railway have considerably increased. This is due to the fact that the maximum service is provided for the receipts earned.

51730. Have you accelerated the train service?—We have, all over the line.

51731. Have you anything to add to what Mr. Taylor has given in evidence?—The only point is that with the express service between Belfast and New-castle the journey is performed in 55 minutes, as against 70 minutes ten years ago; and, with a stopping train, the journey is now performed in 75 minutes as against 110 minutes ten years ago. The service on the other portions of the line has also been accelerated.

51732. You have workmen's trains?—For some years past the company has run workmen's trains daily from Holywood to Belfast, and from Newtownards to Belfast. In the case of the Holywood train the earnings are less than the working expenses, while in the case of the Newtownards train the earnings only about equal the working expenses. The company, however, feel that those trains should be run, although they are so poorly patronised, in order to provide a convenience for the artisan working in Belfast to live in the country. The fares are very low; for instance, a single ticket is granted from Holywood (4½ miles) for 3d; and from Newtownards (11½ miles) for 6d.

51733. What about special facilities for travelling?—Notwithstanding the fact that very cheap ordinary fares are charged on this system, the following cheap ticket arrangements have also been provided, namely, day excursions, single fare return tickets on Sundays, market tickets, workmen's tickets, steamer excursions, combined rail and hotel tickets, yachting tickets, rifle association tickets, Saturday to Monday tickets, anglers' tickets, golfers' tickets, organised excursions' tickets, local tours, Irish tours, embracing other lines, and cross-Channel excursions tickets.

51734. You are not singular in that respect. Other railway companies do the same?—Yes. If you desire it, I can give you the actual figures in respect of any of these. I have taken out the total, as I thought they would interest the Commissioners. In the matter of receipts for 1885, those tickets represented 50 per cent. of the whole; and, in point of numbers, the cheap tickets represent 53 per cent. out of a total of 2,030,131 passengers.

51735. Mr. Sexton.—It is rather remarkable that in your case both the number of these passengers and the money received from them were about one-half of the total?—That is so.

51736. While in the case of the Great Northern Railway the cheap ticket passengers were one-half of the whole, and the receipts were only 20 per cent.?—That is so. I can give you the exact figures for each description of cheap tickets.

51737. Chairman.—Do you issue house-free tickets?—The company issue house-free tickets to all stations, with a few exceptions. These exceptions are really within the city of Belfast.

51738. What is a house-free ticket; is it a season ticket available to the occupier of a particular house?—It is.

51739. Issued for a limited term?—On the Bangor branch for seven years, and on the main line for ten years. These tickets are issued to the tenant occupiers of new houses built, and continuously used as private residences, such houses not being in connection with any hotel, club, or public building.

51740. Is the ticket transferable on a change of tenancy of a house?—Yes; some are transferred very frequently, especially at seaside resorts during the season. A gentleman takes a house for a month or two months, and the ticket is transferred to him.

51741. Other lines do the same?—I do not know of any line that has anything like the same number of tickets as we have.

51742. Do you find it profitable?—We do.

51743. It encourages the building of residential houses?—There is no question, but these facilities have been the means of considerably increasing our traffic.

51744. Colonel Hutchinson Peck.—What number of tickets do you issue?—The house free tickets in exist-

ence for year 1885 were 477, for 1880, 634; and for 1905, 1,102.

51745. Chairman.—Is the number still increasing?—No; the numbers are rather decreasing, because there are a number of tickets falling out.

51746. They are not being replaced by new?—They are being replaced, but not at the rate at which they are dropping out.

51747. Mr. Sexton.—Not for the same houses?—No.

51748. Chairman.—Naturally the object is to stimulate the building of new houses?—That is so; and we have accomplished that object by giving those facilities.

51749. With regard to subscribers' parcels?—They are carried at certain rates.

51750. Colonel Hutchinson Peck.—Whom do you call "a subscriber"?—A season ticket holder.

51751. And what of the villa residences?—We have applied the same rule to them in the matter of parcels. For 15 miles, 5s 6d. for 1d.; and for over 15 miles, 5s 6d. for 2d.

51752. Does that apply to all parcels?—These rates are applicable to all parcels of house-free ticket holders as well as to subscribers.

51753. Chairman.—That is an additional advantage which you give to the house-free ticket holder?—That is so.

51754. He has low parcels earned at subscribers' rates?—That is so.

51755. Colonel Hutchinson Peck.—Not quite so favourable a concession as is given by the Midland and Northern Counties, who carry 1 cwt. for 1d.?—I think ours is exactly the same, but they limit the concession to 1 cwt. per day.

51756. And you put it down as 5s 6d.?—That is what 1d. covers.

51757. Well, they carry 1 cwt. for 1d., according to their evidence yesterday?—For 1885 we received from the sale of these tickets £611; for 1880, £585; and for 1805, £731; showing that the people appreciate the facility that has been given, and take advantage of it.

51758. Chairman.—What do you say about rates and fares?—The rates and fares which presently obtain on the company's system were struck on an extremely low basis; and the average fare per passenger per mile is as follows:—Single, 1st class, 1/78d.; 2nd class 1/12d.; 3rd class, 3/60d. Return, 1st class, 2/78d.; 2nd class, 1/94d.; 3rd class, 1/66d.

51759. Mr. Sexton.—All ordinary fares?—All ordinary fares. Of course, our Parliamentary powers are like those of other companies. We could charge a penny a mile, but we have not done so.

51760. You claim that you have the lowest rates and lowest fares of any line in Ireland?—I do.

51761. Sir Herbert Jekyll.—You have a dense population to serve in comparison with the rest of Ireland?—Yes.

51762. And your rates for merchandise, minerals, and live stock traffic are also low?—The rates are very low.

51763. Colonel Hutchinson Peck.—Do you have the same reduced classification as applies to the other Irish railways?—We have the same general classification as is in operation on every Irish line.

51764. Any reduced classification, such as is given on the Great Northern?—We have not; but we have a system of exceptional rates. I think we do better than they, by giving a trader something more than he would get under the reduced or the modified classification.

51765. That was also Mr. Cowie's contention yesterday?—For instance, take the rates for bricks in B class. The exceptional rate is the A class rate.

51766. Mr. Sexton.—But you give it by way of an exceptional rate, and not by way of re-classification?—That is so.

51767. Colonel Hutchinson Peck.—Bricks on the Great Northern system are reduced from class B to class A?—Our exceptional rates cover that; and they are so extensive that they are more in the interests of the trader.

51768. Mr. Sexton.—You give the concession in fragments, and the Great Northern all in one piece?—Yes.

51769. Sir Herbert Jekyll.—Do you give examples of the rates for special classes of goods?—We took out a year's traffic to show the particulars of the principal classes of traffic carried.

51770. Your return shows the proportion to the whole?—Yes. The proportion for grain, flour, bran,

Aug. 31, 1908

Mr. Charles A. Moore,  
Manager,  
Belfast  
and County  
Down  
Railway.

Preparation of  
the principal  
classes of  
traffic carried  
to the whole—

Percentage of  
agricultural  
produce carried.

The proportion  
of traffic  
of the  
several traffic.

Alternative  
rates for the  
conveyance  
of live stock.

Percentage of  
the traffic  
worked by  
passenger  
and special  
trains.

Goods traffic  
worked by  
night is  
delayed by  
passenger  
service.

This arrange-  
ment entirely  
in the interests  
of the public.

Practically all  
cattle traffic  
carried at  
owner's risk.

The difference  
between  
owner's and  
carrier's risk.

No charge paid  
in connection  
with cattle  
traffic.

No extra  
charge for  
passenger  
train service  
for cattle.

etc., in 20 per cent.; potatoes, 12 35 per cent.; timber and other building materials, 9 per cent.; sundries, 8 50 per cent.; manure, common, 5 per cent.; groceries, 4 per cent.; flax, tow and hemp, 4 per cent.; manure in bags, 5 per cent.; yarns, cottons, linen and bagging, 3 per cent.; returned engines, 5 per cent.; cement, 2 per cent.; petroleum and paraffin oil, 2 per cent.; and the rest of the traffic is under that figure.

51767. Colonel Hutchinson Peck.—Roughly speaking, what proportion does your agricultural produce bear to the whole—about 60 per cent. ?—About 60 per cent.

51768. Mr. Serres.—The proportion of traffic, both yard and manufactured goods, is lower than one would expect from your location with regard to Belfast ?—Those are the actual figures taken out for the year's traffic.

51769. Sir Herbert Jekyll.—As regards mineral traffic, what do you say?—Very large quantities of sand, stone, coal, etc., are conveyed over the company's system.

51770. Have you anything to say about live stock?—The company have provided alternative rates for the conveyance of live stock; that is owner's risk and carrier's risk.

51771. Mr. Serres.—The other companies have only one rate?—Yes; I think that provision is peculiar to our line—except, possibly, the Northern Counties Company do it, but we actually set out in our rate-book, which I have here, the two rates—company's risk, and owner's risk; and customers can see for themselves the difference in the rates. Both rates are set out in the public rate-book. Almost 75 per cent. of the live stock traffic conveyed on this system is worked by passenger and special trains, because of the fact that the company work their goods traffic during the night, so as to prevent delay being occasioned to the busy passenger service, which delay would otherwise inevitably follow.

51772. Would you say that the fact of the goods traffic being carried on at night is as much for the convenience of the railway companies as in the interest of the public?—Entirely in the interests of the public.

51773. But also for your own convenience?—It would be impossible for us to work our present service if we did not run our goods trains at night; and therefore the cost of working the goods traffic is higher.

51774. But if you did not work your goods traffic at night your passenger service would be deranged, would it not?—It would, if we ran our goods trains through the day.

51775. Colonel Hutchinson Peck.—This 75 per cent. of your cattle traffic was carried, I presume, at company's risk by passenger trains?—I would be quite correct in saying that practically all our cattle traffic is carried at owner's risk rates. The owners get the passenger service; they know there is no risk, and therefore they accept the lowest rate.

51776. I was wondering whether you made it a condition that they should do so?—No.

51777. Mr. Serres.—What is the percentage of difference between the carrier's and the owner's risk; is it a uniform or nearly a uniform percentage of difference?—For a station 22 miles distant from Belfast, from which we have a heavy traffic, the ordinary rate per wagon is 15s. 3d.; the owner's risk rate is 13s.

51778. That, you see, is so large a difference as to account for the preference of the owner's risk by the consignee?—It simply comes to this: that people know there is practically no risk in the conveyance of cattle by our line. We never have to pay a claim. Knowing that, consignees take advantage of the lower rate.

51779. But a man will hesitate to put upon himself a 20 per cent. addition to the lower rate?—Yes; but 20 per cent. is not an exceptionally high percentage.

51780. It seems to be a high percentage when we consider what we have in evidence as to the actual proportion of damage incurred in transit?—But in view of the fact that our carriers' risk rates are the same as our neighbours', in making these very cheap owner's risk rates we give the traders an exceptional benefit.

51781. Colonel Hutchinson Peck.—And you give them such a splendid service by passenger trains, for which the other companies generally charge 25 per cent. extra, and for which you charge nothing, that you

practically give them a service for nothing, a service which does not of itself admit of any claims being lodged?—That is exactly correct. We give them better facilities in that respect than any of our neighbours. Consignees have not only a quick service but exceptionally low rates, and the cattle are so short a time on the journey that no damage can be occasioned.

51782. Sir Herbert Jekyll.—You have specially fitted wagons?—Yes; slightly over 50 such wagons for working with the passenger trains.

51783. There is nothing more to be said about the working of the goods traffic?—Except that I should like to make it quite clear that the working of the goods traffic at night considerably increases the expenses. We must provide at every station a night watchman. We have no goods-guards at every station; and if we were not running our traffic at night, we should not have watchmen. Then our signals are lighted all night, and there are many other expenses in connection with the working. But we believe it is in the interests of the traders that it should be done, and we do it.

51784. Mr. Serres.—Indicate briefly the other expenses incidental to night working, in addition to the pay of watchmen and the cost of signals?—Those two would be the main items of extra expense.

51785. Sir Herbert Jekyll.—What do you say about the Ardara branch line?—This line was constructed under the Light Railways Act, 1890, and is known as one of the "Balfour" lines. As a light railway it was estimated the cost would be about £20,000, the line being 7½ miles long. Of this sum the Treasury gave a free grant of £30,000, the County of Down guaranteed interest at the rate of 3 per cent. per annum on a sum of £17,000, and the railway company was to provide the remainder of the capital. After careful consideration the company decided to construct the line on the broad gauge, believing that to do otherwise would have been fatal to the best interests of the line, seeing that the trans-shipment of all traffic would have been necessary at Downpatrick station. The company, in consequence, had to provide the difference in capital. The cost of construction and equipment represented a sum of £68,342, of which sum the County Down Company contributed £25,342. The line was opened for traffic in July, 1892. The line had been worked at a loss, although every economy is practised in order to keep down the working expenses, the loss in working being borne by the County Down Company.

51786. To all intents and purposes this is a branch line constructed in the same way as the line itself?—Exactly.

51787. To what do you attribute the loss—to the fact that the district it passes through is not thickly populated?—The district is very sparsely populated, and the product of the district is chiefly potatoes, and these are shipped in very large quantities from the ports of Killybeg and Ardara.

51788. What have the losses amounted to?—For 1901 the loss in working was £1,219; 1902, £948; 1903, £966; 1904, £1,002; 1905, £1,010; 1906, £991.

51789. It does not vary greatly from year to year?—For 1907 it was £1,085. During the summer months there is generally a fairly heavy fish traffic from Ardara, and to accommodate it was really the object in constructing the line.

51790. It was on that ground that the Treasury grant was given?—That is so. And during the winter months the chief product is potatoes; but unfortunately for the railway, the bulk of this traffic is shipped from the ports of Ardara and Killybeg, at which very low through rates have been put in operation in order to try to secure it. Through fish rates from Ardara are also in operation to the Killybeg markets, and cheap rates to Belfast, where the bulk of the fish is conveyed and offered for sale in the local markets. The following figures show the extent of this fishing industry since the line opened. I have given you three periods, as with all my other figures 1896, 413 tons; 1900, 456 tons; 1906, 568 tons.

51791. When was the railway opened?—In 1892.

51792. Colonel Hutchinson Peck.—It seems rather curious that while in 1905 your traffic doubled, your loss on working was exactly the same, £1,030 for the year?—Yes.

51792. How do you account for that?—We have doubled only the fish traffic. During that year they shipped more potatoes out of the ports. You can take my figures as absolutely correct. I thought it would interest the Commission to know that the fishing industry, for which the line was really constructed, was improving, and that the line had had the effect of bringing about that improvement.

51793. Still, it is not very satisfactory to find that though the industry is developing, you are still exhibiting a serious deficit on working expenses?—Until we get more traffic than fish it will be impossible to keep down the loss in working.

51794. You say that the cost of construction was £22,000. You are aware that that line was constructed to develop the fishing industry, and as a direct consequence of the Allport Commission?—Yes.

51795. The cost, at the time of the Commission, of a 5 ft. 3 in., or standard gauge line—was they altogether against the light gauge—was put down at £48,000, the Belfast and County Down Company to provide the rolling stock?—Yes.

51796. That works out at £4,900 a mile?—Yes.

51797. And the actual cost of the line was £24,000 per mile?—That is easily explained. In the meantime the cost of material, labour, and everything else, had gone up considerably, and to-day we could not construct the line at what it cost in 1892.

51798. But that line was built only a few years after the Allport Commission reported?—It was opened in 1892, and the Commission reported in 1893.

51799. You can hardly contend that the cost of construction doubled in four years. It was not as if the estimate of the Commission was based on the construction of a light gauge railway. It was an estimate for a broad gauge railway at £4,900 a mile?—I know the facts, for we have to bear the loss ourselves.

51800. I wish only to know the explanation of such an extraordinary discrepancy. May I ask what was the amount provided for rolling stock?—I cannot give you the figures right off. We have provided the rolling stock.

51801. Worth £400 or £500 per mile of railway?—I have not the figures with me.

51802. Mr. Sexton.—You made the line yourselves?—We did.

51803. You were not in the hands of any contractor?—The line was built by the County Down Company, but I think the work was done by contract.

51804. Did the contractor, in the result, exceed the amount of his contract?—There was a fixed contract.

51805. He was not allowed to exceed its amount?—I think not.

51806. Did you accept a contract which was so much in excess of what had been estimated as the outside cost?—I cannot answer that. I have not the figures with me. And again, I was not at that time responsible for the working of the line.\*

51807. Colonel Hutchinson P.—And I suppose the Board of Works exercised certain supervision, such as they have always exercised over these lines?—I should think they did.

51808. Sir Herbert Jekyll.—You have another extension of line to Castledillon?—Yes. This line was opened for traffic on the 21st March, 1906. The line is a short one of 4 miles, connecting Newcastle with Castledillon. At the same time it joins the company's line with the Great Northern Railway of Ireland, and consequently there are now two con-

nections at Newcastle and Castledillon, both in competition for all traffic to and from Belfast.

51809. That line was constructed?—Entirely at the expense of the Belfast and County Down Company.

51810. Has it proved remunerative?—It has done very well so far. It provides a great facility for the people, and no doubt will encourage traffic.

51811. Colonel Hutchinson P.—There was some little friction recently between your company and the Great Northern with reference to the train connections at Newcastle?—There was; but my company were willing at all times to do what was right. We were most anxious that connections should be provided, and I am glad to say that difficulty has been overcome.

51812. It was a rather serious difficulty while it existed. The Great Northern train coming into Newcastle at 6.27 never caught the 6.40 to Belfast, or very rarely?—There was not much traffic of that sort. Possibly it would not work out at the rate of a passenger a night.

51813. Sir Herbert Jekyll.—Have you a system of car services in connection with the company's trains?—Yes, through all the principal districts, and these are worked very satisfactorily indeed. I will name the districts if you consider it necessary.

51814. Yes?—There is a car service through the Aids district, plying between Newswater and Greyabbey, Keshminton, and Portaferry. Through the same district there are now two motor services for passengers. There is also a car service between Ballynahinch and The Spa, between Crossgar and Killybegh, between Downpatrick and Strangford, between Newcastle and Annalong, Killybegh, Rosinevor and Warrenpoint.

51815. Are these facilities appreciated?—Very much appreciated.

51816. Colonel Hutchinson P.—The result to the railway company has been satisfactory?—Particularly satisfactory. The people concerned conduct the services extremely satisfactorily. They attend the trains regularly, and the services are equal in all respects to what could be provided by the company.

51817. And the fares charged are under your control?—We issue through tickets, and for that reason the fares are much lower than the sum of the locals. That is, of course, a guarantee to the people that the services will be well-conducted.

51818. Mr. Sexton.—Are the car people allowed to issue tickets on your system?—They are. From Killybegh a passenger can be booked through to Belfast and back again.

51819. From either end of any of these journeys?—Not in every case. Crossgar passengers can be so booked. The Crossgar car arrives in the morning, and it will have six or eight passengers. The carmen go into the offices at Crossgar, and they get returns for these people, which include the car journey from Killybegh to Crossgar.

51820. I have not heard of anything else of the kind in Ireland. Have you?—No. As to the rates and fares, they work out at the rate of £12 14s. 2½d. per mile of railway, and for 1905 they were equal to £43 1s. 3½d. per mile. The large increase per mile of railway is not, of course, due entirely to increase of poundage, but arises partly because the valuation of the railway was raised in 1898 from £5,900 to £14,000.

51821. That is partly due to the development of Belfast, and to the causes which have expanded your traffic. It works both ways?—It does.

Sir Herbert Jekyll.—You give a number of examples of cheap rates on your railway. Hand the list to the shorthand writer and it will be printed in the Notes.

Nov. 11, 1905.

Mr. Charles A. Moore, Manager, Belfast and County Down Railway.

The extension to Castledillon—  
Constructed entirely at the expense of the Company.

The line has proved remunerative.

Friction with G.N.R. Co. as to train connections satisfactorily arranged.

The car and motor service provided is numerous with the trains.

These facilities very much appreciated.

The result to the Company has been particularly satisfactory.

Through tickets issued lower than the sum of the local fares.

The rates and fares per mile of railway.

Increase in the valuation of the railway in 1898.

Examples of cheap rates in operation.

\* See Questions 51822.

Nov 18, 1908.

Mr. Charles A. Moore,  
Manager,  
The Great  
and County  
Down  
Railway.

## A few examples of Cheap Rates on Belfast and County Down Railway.

Stations		Distance	Description of Traffic.	Rates.	
From	To			Ordinary Rate Per Ton.	Special Rate Per Ton.
Camber, .. ..	Belfast, .. ..	5	Tar, Floor, Ties, .. ..	4 8	2 8
			Whiskey in Casks, .. ..	5 5	3 9
Newtownards, .. ..	Belfast, .. ..	13½	Tar, .. ..	8 7½	3 9
			Lean goods, .. ..	6 8	4 9
Ballygowan Quarries, .. ..	Belfast, .. ..	11½	Gravel, .. ..	6 8	4 9
			Stone, .. ..	2 8	1 1
Ballyvaughan, .. ..	Belfast, .. ..	11½	Tar and Ties, .. ..	10 9	4 9
			Flax, .. ..	8 2	3 9
Cronegar, .. ..	Belfast, .. ..	22	Flax, .. ..	8 9	5 0
			Tar, .. ..	10 0	4 5
Bendrum, .. ..	Belfast, .. ..	34½	Sand, .. ..	3 2	2 0
			Gravel, Floor, and Bricks, and Packed Measures and Packages, .. ..	4 0	*4 0
Newtownards, .. ..	Castlereagh, .. ..	39½	Tar, .. ..	11 5½	5 0
Belfast, .. ..	Castlereagh, .. ..	35	Gravel, Floor, and Bricks, and Packed Measures and Packages, .. ..	8 4	*8 0
			Leaves and Yarns, .. ..	12 4	7 0

\* 10-ton lots.

The Commission adjourned till the following morning at 11 o'clock.



## EIGHTY-SIXTH PUBLIC SITTING.—THURSDAY, NOVEMBER 12TH, 1908.

In the Board Room of the Lancashire and Yorkshire Railway Offices, Westminster, London.

Commissioners present:—Sir CHARLES SCOTTER, BART. (Chairman); Right Hon. LORD FERRIS, P.C., K.F.; Sir HERBERT JEKYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON FOR. C.B.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH; and Mr. JOHN AUDLEY FREDERICK ASPINALL.

Mr. GEORGE R. SHANAHAN, Secretary.

Mr. CHARLES A. MOORE, Manager, Belfast and Co. Down Railway.—Examination continued by the Chairman.

51822. You are now going into what you call in your proof the rebalancing evidence?—Before I do so I should be glad to make one correction with regard to the Ardglass line, covering a question asked yesterday by Mr. Sexton. The Ardglass line was constructed by my company, and not by a contractor. It was not constructed as a light railway, but as an ordinary heavy railway, and a different route with much better gradients than had been submitted to the Allport Commission. In the 1903, 1904, and 1905 accounts, the cost of the line, including the rolling stock, was £20,560. The cost also includes the tramway to the harbour, making a total length of the railway of 6 miles 4 chains.

51823. Mr. Sexton.—That makes the cost about £20,000 a mile?—That is, including equipment, it is something under £20,000 a mile.

51824. It is not a light railway?—No. It is a heavy railway laid with the same weight of rails as on our main line—50 lbs. per yard.

51825. My question yesterday was directed to lead you to say whether the line was constructed by yourselves or under your supervision, and now we find it was constructed by yourselves?—Yes.

51826. Your evidence was that the outlay was chiefly supervised, and represents no more than a fair expenditure on the line, including the rolling stock?—Yes.

51827. Chairman.—Now we come to what you call in your proof the rebalancing evidence, and let me first say that the complaints made against your line are not of very serious moment.

Mr. GROVER BARRINGTON, Solicitor.—Mr. Moore feels that there are a good many specific charges which he would like to answer if you would let him.

Chairman.—Of course, if he would like to answer them he may do so.

Mr. GROVER BARRINGTON, Solicitor.—A great deal of publicity was given to them in the district.

51828. Colonel HUTCHESON FOR.—I would like to ask one question with regard to your working expenditure. You referred yesterday to the very low cost at which you worked, up to some twenty years ago, and the abnormally large increase which has taken place since. Of course the factors which led to that increase on your system have operated equally on every other railway, viz., the cost of material, the cost of coal, the rise in wages, &c. Looking over the Board of Trade returns, I find that your expenditure in proportion to your length of line bears a very much larger ratio to the receipts than on any other of the large systems in Ireland. Can you give any explanation of it? With regard, for instance, to maintenance of way in 1906 and again last year, the expenditure on these items was something like £25,000 a year?—The explanation of that is, we have within the past few years relaid the entire line. That accounts for the heavy expenditure on the permanent way. As regards the other items of expenditure, we have been improving the line all along; we have been improving our rolling stock considerably and providing new engines, and giving a most elaborate train service out of revenue.

51829. In 1906 you expended on rolling stock over £20,000?—Within the past few years we commenced to build all our own stock, and are building at the

rate of 8 carriages a year to replace old rolling stock that we wish to get off the line.

51830. As to your "miscellaneous expenditure" I don't know what is comprised in it, but the item stands at £14,000 in 1905 and £17,000 in 1907. No other railway in Ireland has anything like that. The Great Northern has £81,000 for its 500 offices; the Great Southern has £11,000, and so on—I think the reply to that is that the miscellaneous expenditure includes the company's hotel working expenses.

51831. Then you have shown under the heading for receipts from hotels, rents, &c., in the Board of Trade returns. Those receipts are not receipts, I presume?—That is not so.

51832. So that in your returns to the Board of Trade you have gross profits under one head, and your entire expenditure in connection with that item under another head?—We are required to do that.

Colonel HUTCHESON FOR.—It seems rather extraordinary. Perhaps the Chairman can throw some light on that point.

Chairman.—I understand that the gross receipts have been shown in the accounts, and the expenses are included in the items, miscellaneous expenses.

Colonel HUTCHESON FOR.—Then you cannot judge anything by these items.

51833. Chairman.—You mention the figures £14,000 and £17,000. Perhaps Mr. Moore could give you the details?—I will be very happy to supply any information that the Commission may require.

51834. Chairman.—The systems vary. Customs vary with different companies. In that "miscellaneous" they may include something which may be classified under another head by another company.

Colonel HUTCHESON FOR.—That apparently is what has been done. The point I wished to make is that the expenditure on the Belfast and County Down, which, so far as I know, is not involved in heavier outlay than are other Irish lines, is out of all proportion to that of other Irish lines, except the Northern Counties, on which the miscellaneous expenditure is a very heavy item, and is out of all proportion to its earnings.

Chairman.—So are the net earnings and the dividend out of all proportion. They pay the best dividend.

51835. Mr. Sexton.—You stated yesterday your dividend fell from 6½ to 6½, and I noticed your receipts had increased by £43,000 a year, and put to you what seemed the obvious inference, that the increase of traffic expenses must have been such as to extinguish the increase in receipts?—We have a great deal of additional capital, and that naturally sweeps away a lot of the earnings.

51836. Interest on new capital would increase the working expenses?—No.

51837. Or rather would diminish the net receipts available for dividend on ordinary capital?—Yes; that is so.

51838. Mr. Aspinall.—You say you build your own rolling stock now?—Yes. We build all new stock now but the engines in our own works.

51839. You buy the engines?—Yes.

51840. How many carriages do you build in the year?—We have been building eight coaches per annum for several years past.

Nov. 12, 1908

Mr. Charles A. Moore, Manager, Belfast and County Down Railway.

The Company have been building all their carriages within the past few years.

The amount of "miscellaneous expenditure" compared with that of the G.N. (1) and G.R. & W. lines.

The Company's hotel working expenses included.

Explanation as to the reduction in dividend with increase in receipts.

All rolling stock, except engines, now built in the Company's works. Number of coaches built per annum.

Nov. 12, 1906.

Mr. Charles A. Moore,  
Manager,  
Belfast  
and County  
Down  
Railway.

Capacity of  
the Company's  
works.

The wages bill  
for rebuilding  
work included  
in the ordinary  
wages bill.

The Com-  
pany's agree-  
ment with the  
evidence given  
by Mr. Tallow  
on the general  
railway case.

Mr. S. P.  
Preston's  
evidence:—  
The average  
rate per mile  
for third class  
single fare on  
B & C. D. Ry.

The fares and  
rates in opera-  
tion in the  
lowest  
in Ireland.

Percentage of  
difference  
between  
second and  
third class  
fares

The great bulk  
of the traffic in  
Ireland carried  
in third class.

Greater facil-  
ities at low  
cheap third  
class fares  
than any other  
company.

Average  
second class  
fare.

The fares  
quoted by Mr.  
Preston.

51830. How many wagons?—I could not give you the exact figure, but we are rebuilding—

51840. I only want to get some rough measure of the working capacity you have got?—We have improved our workshop very much indeed to enable us to do this, because we realise we can build the stock equally as well as we can purchase it, and, in addition, give employment to a larger number of people in our centre.

51841. Your expenses in building that stock in your accounts are divided in your accounts as to materials and wages, that is to say, does the wages bill for the renewal of your stock go into the bill of wages in your accounts?—Yes.

51842. Or would you charge off the new stock as built at a price just as if you had purchased the stock outside you would have had to charge it off at a price?—No. The wages account for rebuilding the new stock goes into our ordinary wages bill.

51843. Therefore it is divided in your accounts as between wages and materials?—That is so.

51844. Comparing with another company which purchased its rolling stock, and paid for that rolling stock to any of the great carriage or wagon building firms a lump sum, your accounts would not compare in the same way?—That is so.

51845. Chairman.—Now you may proceed with the rebutting evidence?—I wish to say, in the first instance, that my company adopt the evidence given already by Mr. Tallow before the Vice-regal Commission on the general railway case.

51845. Yes. I assumed you would do that?—I think it only fair to Mr. Tallow to say so.

51847. The first complaint we have in reference to your railway is from Mr. Preston?—The statement made by Mr. Preston that on Irish railways the single third class fares are always the full penny a mile, is incorrect so far as the Belfast and County Down Company is concerned. The average rate per mile for third class single tickets is 80 of a penny.

51848. That is not the ordinary fare?—That is the ordinary single fare.

51849. You are the only company in Ireland that has that?—I am perfectly satisfied in my own mind that we have not only the lowest fares, but the lowest rates. Of course, it is difficult to make a comparison, but I think from what I have said that that is quite clear. Mr. Preston went on to say that the second class fares are from 50 to 84 per cent. higher than third class fares. This statement is incorrect, as may be observed from the table which I have prepared, and which gives the fullest information as to the percentages. For instance, if you take the case of Newtownards, the percentage of second class over third class fares is 45 per cent. In the case of Castlewellan the difference is 45 per cent., and of Helen's Bay the difference is 25 per cent.

51850. The evidence before us is that on the London and North Western of England the difference is only about 10 per cent?—I think you will follow me when I point out that our third class fares are struck on such an exceptionally low basis that we do more for the people than other railway companies, because it has been given in evidence, over and over again, before the Commission, that the great bulk of the traffic in Ireland is third class.

51851. And everywhere else?—Therefore, we are giving to the people greater facilities in low cheap third class fares than any other company.

51852. Mr. Sexton.—Is your company the solitary exception in this average of ordinary third class fares?—So far as the principal companies in Ireland are concerned, we are.

51853. Chairman.—Have you any penny a mile?—We have no penny a mile at all. Take some of our principal fares. Our single fare to Bangor, 121 miles, is 9d., and the single fare to Donaghadee, 221 miles, is 1s. 3d.

Chairman.—I think that is a complete answer.

51854. Sir Robert John.—Am I right in saying that the average second class fare is 1.20 of a penny?—The average second class fare is 1.21 of a penny.

51855. Chairman.—That is the ordinary single second class fare?—Yes.

51856. That is lower than any other company?—It is. In substantiating the statement which is printed on the minutes of fares, Mr. Preston quotes four Northern Counties fares, which he says are illustrative of what

the people would like, and what he thinks should be the fares in Ireland. Now, in working out those four fares which he gives, the result is that they work out on an average at 85 of a penny per mile, whereas, in the case of Donaghadee, our fare, to which he draws attention, works out at 70 of a penny.

51857. Mr. Sexton.—The point is, that Donaghadee second class fare is in the ordinary scale, and the third class fare is so much below the ordinary that the second class is a great deal above it?—That is so.

51858. That makes it appear that the second class passengers are not under any disadvantage as regards second class fares generally, but that third class passengers have a particular advantage?—That is so, but the percentage of difference between second and third is only 31 per cent.

51859. That is if you readjust the third class fare to the ordinary level?—The level of the Northern Counties fares quoted by Mr. Preston. I don't think, so far as the people in our district are concerned—

51860. Chairman.—I must confess your explanation is perfectly satisfactory.

51861. Mr. Sexton.—Of course, second class passengers would naturally look for reductions corresponding to those of the third?—We give it to the large number. Notwithstanding that, we say that our second class fares are lower than those of any other company in Ireland, and, therefore, we don't think there can be much complaint as far as our fares are concerned.

51862. Chairman.—Then there was Dr. Gibson's complaint?—Dr. Gibson, of Donaghadee, complained with regard to the excursion arrangements and cheap travelling. It is incorrect to say that Donaghadee is not favoured with the same facilities for cheap travelling as other stations on the Company's system, as may be evidenced from the file of bills and handbills which will be handed to the Commission. Here is the file, if the members of the Commission wish to see it (file produced). In every case where excursion arrangements are advertised from country stations to Belfast, Donaghadee is included. In addition, during the summer months, excursion tickets are issued daily from Donaghadee to other seaside resorts on the Company's line. It is difficult to understand Dr. Gibson's complaint, but when it is borne in mind that he was not aware that cheap tickets were announced in connection with the Spring and Summer Horse Show at Balbracall, some allowance may be made in respect of his want of knowledge as to the other excursion and cheap arrangements announced from Donaghadee.

51863. That answer is thoroughly satisfactory. Did he not mention something with reference to subscription tickets?—Yes. He suggested third class subscription tickets. My reply to that is that the rates charged for second class subscription tickets or our system are such as would not admit of the introduction of third class tickets. Our very low rates compare favourably with another company that meets third class tickets.

51864. What is a subscription ticket?—It is what is known in England as a season ticket.

51865. It has been stated that it is only recently in England that third class season tickets have been issued?—That is so.

51866. Up to the present you have not done it, but you have very low rates for second class?—Yes.

51867. Now, with regard to workmen's trains, I think you explained that yesterday quite to our satisfaction that your train service is excellent, and also that your market and fair day tickets are reasonable and fair?—Yes, and I think I should state, if you will allow me, that the rule on my company's system is to issue market tickets on fair days as well as on market days, no distinction being made between the two.

51868. Mr. Sexton.—Has your experience ever suggested to you any reason why the cheap tickets of market days should not be allowed on fair days?—It has been the rule of my company to allow it, so that they have never been free to face with the other question.

51869. Can you see any reason why it should not be done?—I cannot.

51870. The suggestion is that a different class of people attend the fairs, and that they are not entitled to the market ticket privilege. Is not your experience

that country people generally attend fairs as well as markets?—That is our experience, and therefore we make no distinction.

51871. Therefore if you withdraw the privilege from the people attending fairs you hit the same people who benefit by market tickets?—That is so.

51872. Chairman.—I don't think you need say a word about the train service.—Come to Mr. Sloan's complaint. What was that?—Mr. Sloan appeared for Donaghadee and complained of some rates. The distance from Belfast to Donaghadee is 22½ miles. The rates charged for grain and feeding-stuffs—ordinary rate—4s. per ton; owner's rate in 5-ton lots and upwards, 2s. 6d. per ton. The low rate of 2s. 6d. is in order to meet the water competition.

51873. Colonel Hutchinson Pte.—Is the bulk of the grain carried at owner's risk?—Yes. Then he complained about our method of charging for 4, 5, and 6-ton lots. It is quite incorrect to state that where there are cheap rates in operation for 4, 5, or 6-ton lots of traffic in Classes A, B, and C that any quantity in excess of the minimum weight is charged for at a higher rate. I brought some invoices here to show the actual method of charging, but I don't suppose that it is necessary to trouble you with them.

51874. No?—As regards the seven timber and three things, I don't think it is necessary to trouble you with them either.

51875. Mr. Serjes.—Is a second wagon charged at the rate for the whole wagon?—Our wagons are generally all 8 to 10-ton wagons. We never in practice have a case where we have to put 2 tons in one wagon and 1 in another.

51876. For 4, 5 or 6-ton lots there is full accommodation in the wagon?—Certainly. There is one point in connection with the complaints made about the rates for bulk or seaweed. The rates charged by goods train are 10 shillings per ton, and by passenger train half the ordinary parcel rates, namely, 11 pence a cwt, with a minimum charge of 6 pence. The price obtained for the article, that is the market value of it in Belfast during the season, is from 12 to 16 shillings per cwt., and not from 3 to 5 shillings as quoted by Mr. Sloan. Now, in order to satisfy myself about that I asked one of my people to call on the firm in Belfast to whom it is sold and to get the price which they pay for the article.

51877. Colonel Hutchinson Pte.—That seems a high classification for seaweed. Under the general classification it comes under Class 2, which would make a considerable difference.

51878. Chairman.—At any rate this traffic is a very small traffic?—It is a very small traffic. By passenger train we only carried 12 cwt. in the year, and by goods train we carried only 12 tons.

51879. Colonel Hutchinson Pte.—It is an expensive thing when sold. It is sold at a good price?—Mr. Sloan endeavored to make it appear it was not worth much because the railway freight swallowed up the whole value of the article.

Chairman.—He underestimated the price in the market.

51880. Colonel Hutchinson Pte.—It brings from £12 to £15 a ton?—I have gone into that, and the average price paid during the season was from 15 to 16 shillings per cwt.

51881. Mr. Serjes.—Including probably some sold at the price named by Mr. Sloan?—No.

51882. Can you say that?—Yes. I can say definitely the lowest price is 12 shillings per cwt. I have looked in the document from the people who bought it. Of course Mr. Sloan stated to you we charged full parcel rates, is 10s. a cwt, whereas we only charged 11 pence per cwt. by passenger train.

51883. Colonel Hutchinson Pte.—The only point is why you put it into a higher classification than you are entitled to by Act of Parliament. It should be in Class 2, and you have put it into Class 3?—I think not, but I will look into the matter.

51884. The statutory classification of seaweed is Class 2?—This is not seaweed. People, as a rule, don't eat seaweed. This is for domestic purposes. People buy it and eat it.

51885. Mr. Serjes.—This is what they call in the North of Ireland disk?—They call it in the North of Ireland disk.

51886. Sir Herbert Jekyll.—The same as slack?—Yes. Seaweed is really manure.

51887. Colonel Hutchinson Pte.—The classification does not apply to manure. That comes under another head.

51888. Chairman.—Let us get on to something a little more important?—The fish rates were wrongly quoted by Mr. Sloan. I don't know whether or not you want them?

51889. No?—With regard to the cattle traffic, he stated that cattle were frequently walked by road from Belfast to Donaghadee owing to the want of suitable train arrangements. Inquiry goes to show that the statement is contrary to fact, and on Mr. Sloan being requested by the railway company to give an instance where such was done he stated in reply that he did not know of his own knowledge of a single case where cattle had been walked between Donaghadee and Belfast. My own stationmaster, who has been there for 40 years, says it is entirely incorrect, and that it has not been done. The next complaint has reference to the consignment of gate pillars.

51890. Do you think that important enough to refer to?—We were misapprehended in this matter. I have taken the trouble to get the figures from the shipping company. The figures given by Mr. Sloan are entirely incorrect. The transaction took place over 10 years ago. It was stated by Mr. Sloan that a consignment of gates and railings, weighing 1 ton 5 cwt., had been forwarded from Falkirk to Donaghadee, and that the throughout charge was 23s. made up as follows:—Falkirk to Belfast, 5s.; Belfast Harbour dues, 2s.; Belfast and County Down Railway Company's charge, Belfast to Donaghadee, 12s. The correct charges should have been given as, Falkirk to Belfast, 22s. 4d. per ton; Belfast cartage performed by G. & J. Burns, 1s. 6d. per ton; Belfast to Donaghadee, rail charge, 8s. 3d. per ton; Donaghadee cartage, 1s. per ton, and walking out that on 25 cwt. gives a total charge of £23 2s. 8d. for the consignment.

51891. According to your proof that transaction took place 10 years ago?—Yes; and not being able to get any information from the consignee, as we don't keep our books any longer than 5 years, we had no alternative but to go to the shipping company to get the information.

51892. Is there anything in Mr. McCutcheon's complaints?—One or two points I should like to mention. Before doing so permit me to draw attention to the fact that Mr. McCutcheon's and Mr. McConnell's abstracts were printed in a local paper circulating in the district as evidence given before the Commission directly after they appeared before you which makes it important that the complaints made by those two gentlemen should be dealt with.

The Secretary.—Those were not circulated with the knowledge of the Commission or myself, I may remark.

51893. Mr. Serjes.—They were printed after the evidence had been given?—They appeared in a paper printed in the district, and instead of the evidence the abstracts were given.

51894. Mr. Serjes.—There is no restriction on the publication of the evidence or abstracts after the evidence has been given.

51895. Chairman.—This was not the evidence. It was only the proof. You have said you consider this important and you shall have every opportunity of explaining?—The complaint regarding rates and cartage charges is not important and I need not deal with it. With regard to road carriers between Belfast and Newtownards I desire to say that there are only two recognized carriers as Newtownards, and they own twenty horses between them. It is not correct to state that grocers and shopkeepers generally keep horses and vans for the sole purpose of conveying traffic to and from Belfast. When the traders in Newtownards were called upon sometime ago by two representatives of this company each trader stated that it was necessary for his business to keep a horse and van for the purpose of delivering goods to their customers in the town and country, but especially in the country, as there is a large district round Newtownards to serve. When not employed in this work, or in carting their goods from the railway station, the horses and vans are sent to Belfast for traffic. The traders stated it was an absolute necessity keeping a horse, in order to compete with other grocers in the town, and it was only when there was not sufficient work for it that they sent it to Belfast for traffic. There is not a trader in Newtownards but gets traffic by rail from Belfast.

51896. That is very satisfactory. Is there any other complaint of Mr. McCutcheon's?—At page 20 in the case of the passenger fares he has made a complaint.

Nov. 12, 1903

Mr. Charles A. Moore, Manager, Belfast and County Down Railway.

Mr. R. Sloan's evidence.—The fish rates wrongly quoted by Sloan. Complaint as to transit of cattle.

Alleged excessive charges as a consignment of gate pillars.

The figures given entirely incorrect.

Date of the transaction two years ago.

Mr. J. McCutcheon's evidence.—That witnesses' abstracts published in the local papers.

But without the knowledge of the Commission.

The complaint regarding rates and cartage charges not important.

The road carriers between Belfast and Newtownards.

Cartage by road not due to excessive railway charges.

Not to fact that traders are obliged to keep horses and vans for other purposes.

Nov. 12, 1908.

Mr. Charles A. Moore, Manager, Belfast and County Down Railway.

Mr. J. McCutcheon's evidence—*con.* Complaint as to the different tickets issued from Newtownards.

The cheap evening tickets granted to the approval of the Urban Council.

Workmen's trains and the issue of cheap tickets.

The earnings about other working expenses.

Scale of charges for workmen's tickets.

This scale approaches the Continental scale more nearly than any other in Ireland.

Mr. J. McCutcheon's evidence.—The rate for road metal.

The traffic cannot be carried cheaper.

51896. You have explained that very fully. Your passenger fares are extremely low and reasonable.—If you would allow me to draw your attention to page 31. He complained of the four different series of tickets from Newtownards station on Saturdays. Two of these are tickets that are issued every day from Newtownards. The one is the ticket which we are bound to issue. The other is the market ticket, which, as I have already explained, we issue very freely over our line. Then we give from Newtownards Saturday or Sunday to Monday tickets, which are issued at all the other stations on the line. The fourth ticket is a single issue for return journey which is issued by two afternoon trains, and this concession was given by the company upon the application of a member of the Council of which Mr. McCutcheon is chairman.

51897. It seems to me they are all in the interests of the public.—Yes; but it was a member of the Urban Council approached us, and because we conceded what he asked, the Chairman of the Council complains of us.

Chairman.—I don't think there was a complaint made. He merely mentioned the fact.

51898 Mr. Scotson.—What was the particular ground of his complaint? Was it that the hours were unreasonable?—No. It was the number of tickets.

51899. Chairman.—There were four different kinds of tickets?—Yes. With regard to workmen's trains, the only point I need trouble you about is this. When first it was agreed to provide workmen's trains from Newtownards we realised it was not a train that was likely to pay expenses. We had therefore to take into consideration the method of working it at a minimum cost. There was a committee in Newtownards who were dealing with the matter, and we met them, and it was decided that in order to avoid the necessity for lugging clerks out in the morning and providing extra clerks at our station that the tickets should be bought by the workmen on the Saturday afternoon. That was an arrangement come to by both parties, and it was equally satisfactory to both, and I think there need not have been any complaint about it.

51900. It was a very sensible arrangement, at any rate. Have you considered the question of the earnings of those trains?—Yes. The earnings of the Newtownards workmen's train would just about cover working expenses.

51901. What is the distance between Newtownards and Belfast?—12½ miles.

51902. A great number of workmen live there?—A considerable number.

51903. Mr. Scotson.—It works out pretty near the Continental scale of five miles for a penny?—The scale works out at sixpence a day for twenty-seven miles.

51904. That is 4½ miles for a penny?—Yes.

51905. It is somewhat cheaper in Belgium, but years ago I have yet heard of it in Ireland?—Yes. It is a very reasonable rate, indeed, taking into consideration that the train is run so early in the morning.

51906. Colonel Hutchinson Peck.—Those trains yield no profit?—They yield no profit so far.

51907. How many years have they been in operation?—They have been in operation from Newtownards since 1903.

51908. Has there been a greatly increasing traffic?—No. I cannot say that.

51909. Chairman.—Has it grown?—Just now there is a seasons depression in Belfast. The shipyards are very slack, and the receipts are not as high as they were in the corresponding period last year, but we are hopeful that the new year will see an improvement.

51910. You have felt the depression just the same as we have in this country?—Yes.

51911. Is there anything in Mr. Julius McCutcheon's complaint worth referring to? He made a complaint regarding the rates for road metal?—The rate for road metal from Newtownards station to Belfast station is 3d. per ton, and from Scrabo siding to Belfast 1s. 1d. per ton for 6-ton loads.

51912. What is the distance?—From Scrabo 12 miles and from Newtownards 13½, and we find the wagons.

51913. You cannot carry for less than that?—He made a statement regarding Toomebridge, but no road metal comes from there at all. He made a

complaint of want of facility for sending traffic through the central line, but there is a very large amount of traffic conveyed for road contractors to Lurgan, Balmoral, and so on, and no contractor could cast it at the rate for which we convey it over the central line. Then he says that the railway rates have prevented the development of the sett industry in Newtownards.

51914. You have shown us that the rates are very low?—Yes. I had better mention, in order to cover this point once for all, and to show that we were not in any way to blame, that I obtained a communication from the City Surveyor of Belfast, which I have here, in which he states he could not recommend the sett in our district, as they were not up to the standard for the work. That was the reason why they had to import them.

51915. It is not a question of the railway rate at all?—It is not.

51916. Colonel Hutchinson Peck.—Year rates, including the use of wagons, work out at very little over a penny a mile?—Yes. That is including terminals, of course.

51917. Fifty per cent. below what you are entitled to charge?—Yes.

51918 Mr. Scotson.—Are the sett in your district much used?—They are not.

51919. Do you carry them on the railway?—We carry some, but they are of a soft quality.

51920. How are they used or where?—They don't make many sett in our district. They rather confine themselves to road metal. There is a large sale for concrete purposes and road work.

51921. Can you say for what purpose the sett were used when they were used?—The Corporation used some of them in back streets, where they were not of such importance; but for the construction of the tramway they had a standard sett, and the sett in our district was below the standard.

51922. Not so hard as the Welsh?—Not so hard as the Welsh.

51923. Have they tried any other sett from further south, Ariflow, and so on, which are harder?—I think the Corporation tried pretty well all the sett in Ireland. There were plenty, but not up to the standard of the Welsh sett.

51924. Irish sett are used to pave the streets of Dublin, and I never heard anyone say they are as hard enough?—Perhaps I had better read the letter from the City Surveyor, which is dated 18th November, 1907.—"In reply to yours of the 16th inst., so local sett were used as the Belfast tramways, as Welsh sett or others of equal quality were specified, and none of the local sett came up to that standard."

51925. Mr. Appell.—Your point really is that the reason for those sett being used is the same as in Lancashire. We have vast quantities of Lancashire sett, which are not used on the Lancashire roads because the Welsh sett are much harder?—Yes. I think this letter from the City Surveyor puts it beyond all doubt. The complaint about the rate for screenings and never have been made. Mrs. Gall, who was the contractor in this case, called at my office one morning, and asked for a reduction, which I agreed to, and put in operation. As regards sand, there is so much traffic in sand from Newcastle, but there is a substantial traffic from Dundonald, and the rate for 35 miles to Belfast is two shillings per ton. If we did not convey the sand at that rate we would not get the traffic owing to competition by sea.

51926. Chairman.—What about stone rates?—There was one complaint there about a quarry, regarding the want of facilities for the conveyance of stone from Craigavon quarry. This quarry is situated between Dundonald and Bangor, about two miles from Dundonald, six miles from Bangor, and three-and-a-half miles from Newtownards. It has only been opened within the past twelve months by a road contractor for the purpose of obtaining stone for the county road. The stone is of an inferior quality. No stone or other material was taken from this quarry for reconstruction of the Belfast City tramway or for building operations at the Dundonald Cemetery. The quarry from which the Corporation obtained pitching stone for the Dundonald Cemetery is situated at Killmore, about three miles from Dundonald station, and as the cemetery is closer to the quarry than Dundonald station, it is not clear in what way the railway company could have assisted, unless by constructing a new railway line to the quarry.

51937 Mr. Sinton.—That would not pay?—No. There was also used metal obtained from this quarry during the construction of the tramway lines on the Newtownards road, and to have brought this traffic to Donaghadee station for conveyance by rail to Belfast, and that to have carried it from Belfast station half way back again to Donaghadee would have been as absurd and unbusinesslike arrangement. This quarry is not now in use, being filled with water, and the stone in it is also of an inferior quality.

51938 And the stone is inferior?—Yes, very bad.

51939 Have you no good stone in Down?—We have no quantity of stone. If you refer to the statement which the Chairman announced would be printed you will see at page 2 of my direct evidence that the general tonnage on our line is increasing by leaps and bounds.

If you take the very last item on that page, taking the years separately, you will see that in 1895 it was 34,837 tons; 5 years later it was 44,804.

51940 Is it only the road metal stone that is inferior?—No. It is only an odd quarry that is inferior. This quarry is inferior. In the year 1905 the tonnage went up to 57,220. It more than doubled itself in 10 years, which is very satisfactory.

51941 The paving stone did not come from Craigahilly?—No. The acts used by the Belfast Corporation came from Wales.

51942 But the stone which you say were inferior must have come from some other quarry than Craigahilly?—Yes.

51943 There is more than one quarry?—More than one quarry where the stone is not suitable for setts, but quite suitable for road metal. In fact, every quarry on the line is working full time at the present moment and employing a great number of hands.

51944 Chairman.—What have you got to say in reference to coal rates? Mr. McConnell in his evidence stated that we had practically closed the low part of Donaghadee because we would not give proper facilities. I have given the rates and dues and other charges in my proof here, but probably it will be sufficient to say that there is an advantage in favour of Donaghadee Harbour of 7 pence per ton in the port dues and 4 pence in the freight is against Belfast for the Newtownards coal traffic, and that in addition, the cost of labour, cranes, etc., in Belfast is much higher than in Donaghadee. Now, to show that the facilities provided by the railway company at Donaghadee are largely availed of, the tonnage of coal from Donaghadee to Newtownards for 1895 was 10,301 tons, and for the year 1905 it was 14,441 tons, which shows that the facilities have been greatly availed of in Donaghadee, and that there were no grounds for the complaint made by Mr. McConnell. In fact two or three traders who bring coal from Donaghadee have depots in our yard at Newtownards, so that we provide every facility. He mentioned the Bangor merchants who are able to under-sell the Newtownards merchants. I have gone into that matter, and my reply is that the Bangor merchants are prepared to accept a lower profit than the Newtownards merchants, and consequently they are able to under-sell some of the coal merchants in Newtownards, but that is a matter over which we have no control.

51945 Mr. Sinton.—You say that the Bangor merchants sell coal in Newtownards at a lower price than the Newtownards merchants?—They take less net profit because they have to cart a longer distance.

51946 The Bangor merchants must be willing to deduct from the Newtownards profit the cost of carrying the coal there?—Yes, practically that. There is less cartage in Newtownards as well. They supply coal in that order to push their trade at Newtownards. That is a thing over which we have no control. About the horse traffic to the Dublin show, we give through facilities. The traffic is an ever increasing one. I need not detain you about that.

Chairman.—No; there is not much in it.

51947 Colonel Hutchinson Pei.—You have never given any rebate on coal between Donaghadee and Newtownards?—I think I am correct in stating we have given rebates on nothing. I am not aware of a single rebate on our line for any purpose, and I never heard of rebates for coal to Newtownards. If you go to page 31 I would like to draw attention there to the comparison of the Newtownards and Lismore workmen's fares. Mr. McConnell stated that the Lismore fare was more favourable to the workmen there than the Newtownards fare. The Lismore fare works

out at 5 pence a day for 15 miles, and the Newtownards fare works out at 5 pence per day for 27 miles.

51948 Chairman.—That is quite enough. I don't think you need refer to the question of rebates, you have amply explained your train service and it seems to be satisfactory in every way. The season tickets you have also referred to?—Our season ticket rates, I think, are the lowest in Ireland, and I am correct in stating that from information which we have lately taken out, we have the largest season ticket traffic of any line in Ireland.

51949 Do you mean the number of tickets?—I mean the receipts, and I thought it would be interesting to include that in the statement, page 3 of my direct evidence.

51950 Just give the number of season tickets and the amount?—I will give you the receipts. For the year 1895 the receipts were £12,089; for 1900 they were £14,039; and for 1905 they were £17,835.

51951 Can you give last year?—Last year, 1907, they were £18,146.

51952 It is a constantly growing traffic?—It is a constantly growing traffic.

51953 Sir Herbert Jellicoe.—You have a number of these house free tickets?—We have a tremendous number.

51954 They don't add anything to the receipts?—You will see here a statement for 1905.

51955 Mr. Sinton.—Do you find by practical experience that there is no department of your work more profitable than that by which you give these free tickets in certain districts in consideration of the traffic resulting?—Undoubtedly the effect of making the concession is, as time goes on, to increase our receipts and the population of the district.

51956 Would you say increasing your net revenue substantially?—Yes.

51957 Sir Herbert Jellicoe.—Do you find in practice that when the house free ticket expires the holder of it becomes a season ticket holder?—In practice that is so.

51958 How long do they last?—10 years on the main line, and 7 years on the Bangor branch line. On page 2 of my proof I give the numbers of house free tickets for the periods. In the year 1905 we had 1,102 house free tickets in existence.

51959 Chairman.—1,102 household tickets?—Yes, house free tickets, in respect of which we get nothing.

51960 I suppose the people must live in a villa or house of a certain rental?—Yes. I think the valuation is £15 for a second class ticket, and £25 for a first class ticket.

51961 I think that is about all you have to tell us, is it not? I do not want to stop you. If there is anything more you wish to say about Mr. McConnell's evidence we shall be glad to hear it?—I have nothing more to say about that; there is only a word or two that I want to say about the comparative tables handed in to the Commission by Mr. MacNulty. I do not think you will have any trouble over it; I am not dealing with the Continental rates, but only with the lowest Irish rates. I find that Mr. MacNulty in compiling the tables only used two rates in operation on our system. The first is for bacon from Belfast to Cumber, 8 miles, and the rate is 3s. 3d. per ton; the second is for woollen goods from Downpatrick to Newtownards, 25 miles, and the rate is 10s. 6d. per ton. In the case of the bacon there were only 5 tons conveyed for 1 ton in 1907, and it was all in small lots of from 1 cwt. to 3 cwt., and there was no traffic whatever between Newtownards and Downpatrick in woollen goods, and consequently the rate is unrepresentative. I have compiled here a number of tables in which we have compared the actual rates on our line where traffic is passing with the lowest rates as given by Mr. MacNulty. I think that if you would permit these tables to be printed with my evidence it might meet the case.

51962 Chairman.—You are entitled to that. You want printed the whole of those sheets which you have got there?—If you please.

51963 Colonel Hutchinson Pei.—Does traffic pass in considerable quantities?—Traffic passes between all the points which I have given in considerable quantities; and you will see that in nearly every case our rates are lower than the lowest rates which Mr. MacNulty quotes as operating in Ireland.

51964 Mr. Sinton.—There are some cases in which they are the same?—Yes.

Nov. 12, 1908.

Mr. Charles A. Moore, Manager, Belfast and County Down Railway.

Mr. J. McConnell's evidence notes.

The Company's season ticket rates are the lowest in Ireland.

Receipts from this source.

A constantly growing traffic.

The enormous number of house free tickets.

The effect of making these concessions is to increase the revenue.

When a house free ticket expires the holder becomes a season ticket holder.

Number of house free tickets in existence in 1905.

The valuation existing persons to these tickets.

The comparative tables handed in by Mr. MacNulty, Department of Agriculture.

Only two rates in operation on Belfast and Co. Down Railway used in the tables (bacon and woollen).

Comparison of the rates where traffic is passing with the lowest rates used in the tables.

In nearly every case the Co. Down Company's rates are lower.

Nov. 12, 1905.

Mr. Charles A. Moore,  
Messrs.  
Belfast  
and County  
Down  
Railway.

The comparative  
tables  
submitted by  
Mr. MacNulty,  
Department of  
Agriculture—  
etc.

Where every-  
thing is alike  
the Company's  
rates are lower.

The classifica-  
tion of our  
road.

Everything  
possible done  
by the Com-  
pany to de-  
velop every  
industry.

Success in a  
great measure  
attributable to  
the low rates.  
Also is the  
popular dis-  
trict which has  
been popu-  
larized by  
means of these  
facilities.

The general  
question of  
amalgamation.

The Belfast  
and County  
Down Railway  
always a  
separate  
undertaking.

Amalgamation  
in the district  
would not  
occur better  
results.

The amalga-  
mation of the  
several lines  
comprised in  
the Belfast  
and Northern  
County  
system.

51955 Colonel Hutchinson Pte.—Are there some cases in which your rates are higher?—No.

51956 Mr. Scroon.—I think there are a few cases in which your rates are higher?—I do not think that is so when the conditions are alike.

51957. I am taking the figures simply?—Will you give me one?

Colonel Hutchinson Pte.—Here is one on page 2. Barley road, 15 miles, the lowest rate quoted by Mr. MacNulty is 2s. 6d., and your rate is 2s. 9d. for 15 miles.

51958 Mr. Scroon.—Just above there is given by Mr. MacNulty a rate of 5s.—There is a difference of mileage. We simply took the distance we were actually conveying the traffic; and I think I am correct in saying that where everything is alike our rates are lower than the lowest rates which Mr. MacNulty could find in Ireland for equal mileage. That, of course, confirms the statement that I made yesterday, that we have the lowest rates in Ireland.

Colonel Hutchinson Pte.—There is just one point. Scattered in the Irish classification is, I find, Class 3, and I rather gathered it was Class 2, so they were perfectly entitled to change the Class 3 rate.

51959 Chairman.—May I take it generally that, so far as your particular district and line are concerned, you have done for years past everything you could to develop every industry?—That is so.

51960 And you have succeeded?—We have. I think we may claim that we have succeeded.

51961 Do you not think that in a great measure that is attributable to your low rates?—Unquestionably the low rates and the splendid train service which we provide have had the effect of bringing about that state of things; but the fact must not be overlooked, in fairness to the other companies in the South and West, that we are working in rather a populous district.

51962 Which you popularized by means of these facilities?—We did.

51963 And without these facilities, would you say that the success would have been equal to what it is?—No. I think that in the absence of these facilities we would not have had anything like the same success.

51964 Then you not only developed the business in the district, but fostered others. You have also been able to make a fair return to your shareholders?—That is so. May I say one word on the subject of amalgamation?

51965 I will just ask you one or two questions upon amalgamation. First of all, the Belfast and County Down Railway is a separate undertaking from the commencement, is it not?—Yes.

51966 You have not amalgamated with any others?—No.

51967 What do you wish to say upon it? We have had various opinions expressed with regard to it. What is your view?—On the subject of amalgamation of Irish railways, I venture to submit that, having regard to the evidence I have given to this Commission, coupled with that of other witnesses, notably that of Mr. E. G. Hennessy, of the East Downshire Steamship Company, Dundrum, and Mr. J. W. Merland, who owns extensive spinning, weaving and bleaching works at Castledillon, it has been shown that the Belfast and County Down Railway Company has, by providing low rates and fares, as well as a most liberal train service, not only fostered and encouraged the trade of the country through which the railway runs, but has given every possible facility to entrepreneurs from the city of Belfast to visit the numerous health resorts on the company's system.

51968 But, surely, I have offered all this from you in a very few sentences just now. That is not the question of amalgamation. Your point is, I suppose, that you are a line in a certain district, and do not want amalgamation with any other company?—We do not see that amalgamation in our district would have the effect of doing anything more than we have already done.

51969 Will you tell me whether you think that, with regard to the Belfast and Northern Counties Company, which we heard yesterday is composed of 11 different companies, the same thing has happened through the action of the railway companies in developing the industries there, and that the district has benefited by the amalgamation of these railways?—

I think, from what Mr. Cowe said yesterday, that it was really a forced amalgamation.

51970 Never mind how it was done, but do you think it has been to the advantage of the district?—I could not express an opinion as to that, because I am not in a position to do so; but I do say this, that so far as my own line is concerned, I think, from what I have said and the evidence I have given, it will be admitted that we have done everything, without pressure being brought to bear upon us, that could possibly be expected.

51971 I think we all agree as to that; and, personally, I was very much surprised at what you have done?—Therefore, we would naturally like to have a separate existence. There was one matter in connection with the Allport Commission which I should like to mention, if I have your permission.

51972 I do not think we need go into that?—It is only a line. You see, we were specially referred to by that Commission; that is why I want to deal with it.

51973 Mr. Scroon.—As you have referred to amalgamation, I will ask you a question about it. You remember your evidence on what I may call the extraordinary increase of £47,000 in gross receipts in a few years which had been swallowed up by the increase of interest on new capital and working expenses?—Yes.

51974 Does it not occur to you that, much as you may prefer an independent existence, if your line were included in a large system, say in a system embracing the whole country, it is highly probable that that increased gross profit of £47,000 would not have been so swallowed up?—I cannot say that. In our case we have already given the explanation. We have improved the line, we have increased the rolling stock, we have increased our train service, so that our earning power to-day are what they were 20 years ago; and irrespective of whether we were swallowed up in another line or not, at the same state of things existed, it could not be done any cheaper than we have done it.

51975 The standing expenses of a small system have an inevitable tendency to mount to a greater percentage of the gross receipts than those of a large system; and the more you enlarge a system, the smaller will become the proportion of the standing expenses?—Yes, that is probably correct.

51976 There is abundant evidence here of the effect of amalgamation—for instance, the effect of the amalgamation of the Great Northern, whatever else might be said about it, has been to render practicable the concession of advantages to the public which, according to the opinion of the expert in charge of that system, would not have been practicable if the companies had remained independent, would not the reply be that in some of those cases, owing to the condition of the lines, they were not in a position to give the facilities while they were separate companies?—But that is not so with us. We are in a position to give those facilities, and we have given them.

51977 No doubt that may be true where particular lines were in a poor condition at the time of the absorption, but it also appears to be true, according to the evidence, that even where the lines were in a good condition, the managers of the small systems had not the power to give such advantages to the public as are afforded by the amalgamated system. Colonel Piesse admits it frankly?—He also said that there had been no savings effected as the result of the amalgamation, but that, on the other hand, a good many expenses had gone up considerably.

51978 Some expenses went up, but the receipts went up still more; and, apart from that, he said he was able, as a general manager of 600 miles of railway, to do things which, in his opinion, the managers of separate systems could not have done for the public?—In that case I think I should say this, that we claim that we have done better than the larger companies.

51979 I am by no means detracting from your merits, but I am putting the general principle to you that that is not any reason for saying, not is it according to experience, that small systems are worked so efficiently for the public as large systems; and I submit to you the illustration which you have just given, that your £47,000 of increased receipts has been wiped away by reason of the increase of expenses. The real question here is, not whether Irish railways are doing well for themselves, but whether the country

is doing as well as it might if it were well helped by the Irish railways. That is the question here?—Yes.

51902. You are aware of the extraordinary record of emigration from Ireland, are you not?—Yes.

51901. It is unparalleled in the world to have a population cut away by one-half in the course of 50 years?—Yes.

51902. Do you know the facts in relation to your County of Down?—Yes, I have the figures here in my pocket—you mean as regards the population?

51903. Yes?—I can give you the population from 1801, if you want it. Shall I give it?

51904. Will you give me the figures for 1841?—I have not the figures for 1841.

51905. They are given in Thom's Directory?—The population in 1801 was 200,000; in 1871 it was 277,000; in 1881 it was 240,100; in 1890 it was 205,000; and in 1901 it was 200,000.

51906. In forty years this County of Down, which is generally considered a comparatively prosperous county, has fallen in population from 200,000 to 200,000?—Yes, that is true, roughly speaking.

51907. One-third of the population is lost?—Yes.

51908. Do you know what has been the emigration from the county?—No, I have not the figures.

51909. I have here Thom's Directory, which is an official record, and it shows that the emigration from the County of Down since 1841 has been 144,000, corresponding roughly to the decline of the population during that time?—Yes.

51910. These three figures indicate that the decrease of the population of County Down has been greatly due to emigration in the sources of employment in that county?—I do not know that they altogether do show that, because a great many of the people move from the county into Belfast, where there is plenty of employment—shipbuilding, and so on.

51911. But the increase of the population of Belfast, considerable as it is, is far too small, is it not, to make up for the falling away of the populations of Antrim and Down?—Yes, that is so.

51912. So that is not a sufficient explanation. I suppose you generally agree with me—you are an Irishman yourself, and know the country well—that farmers do not emigrate if they can live at home?—I do not know about that. There has been a lot of emigration from the North for some little time past, and it is difficult to know what they are going away to; there is plenty of work there. But I am pleased to see that, as regards Belfast and the neighbouring counties, that emigration is decreasing considerably; there is not nearly as much as there was two years ago.

51913. My study of the statistics has convinced me that at the present moment the emigration from Antrim is as heavy as at any point in Ulster?—I think I am correct in saying that that is not so during the last twelve months.

51914. Let us go by the official records. I suppose, however, we can agree upon this, that if the sources of employment were increased and improved, both agricultural and others, so far as they might be increased and improved, it would have a powerful tendency to arrest emigration and maintain a normal population in the country?—Yes, I think there can be no two opinions about that.

51915. Suppose it could be arranged that the Irish railways as a whole should be worked so as to develop sources of employment throughout Ireland, would it be practicable or fair that merely because your 80 miles of railway had low rates and good receipts, the population of the County of Down should be excluded from the benefit of such a general arrangement?—I do not think that that is a question I could answer; but I do say this, that as we have shown we have done all that could possibly be done, either under amalgamation or any other arrangement, and that our facilities are good, and our rates and fares low, I cannot for the life of me see what good result would accrue by joining us up to another company.

51916. It would take too long for you and me to agree whether a beneficial general system could be devised, but assume, for the purpose of discussion, that it could, would not it be a curious paradoxical result that we should have 5,000 miles of a unified system and one line of 80 miles standing out by itself in County Down?—I do not know. We might stand out as the exception which proves the rule, and set a good example to the others.

Mr. Sexton.—Recognizing that self-preservation is the first law of nature, I ask you no further question.

51917. Mr. Aspinall.—Do you consider, if your line were amalgamated with one of the other lines, it would be more expensively worked?—I have thought the matter over, and I do not see that there would be any savings—that is, I mean, anything by way of direct savings, by joining us up to another line. In other words, that the control of the line could not be conducted more cheaply than it is at present.

51918. Do you consider that the public would in any way suffer if it were amalgamated?—If you take the results as given in evidence here already it would appear to me that they would, because in our case we have given a liberal and far greater train service than our neighbours at low rates and fares without any pressure at all being brought to bear upon us; and it is not likely if the County Down Company were amalgamated to another line that it could be worked as an exception to the other railway; it would have to be worked as part of the whole.

51919. But if your expenses did not go up and the public did not suffer, what would be the objection to amalgamating with another company?—I do not see what benefits would be derived by the people, as you may observe from the evidence of Mr. Hennessey and Mr. Marland. The former is the largest trader on the line, and the latter is a large manufacturer. They cannot see that any good could arise from amalgamation, and they have been connected with the line for 40 years. These people are quite satisfied to allow things to remain as they are. I do not see how you could have better evidence than that.

51920. Your answer is that you have done extremely well in the past and you want to be let alone?—That is simply it. We feel that we have done, without pressure being brought to bear upon us, all that any railway company could have done for the district, and witnesses from the district have borne testimony to that fact, and so far as I am concerned, I cannot see that any good would arise from any amalgamation of the Belfast and County Down Company.

51921. Collected Hutebees Pass.—While I think you have your objections to amalgamations or absorption of your company in any general system on the fact that you have done exceptionally well, I suppose you will hardly go so far as to claim that the conditions which apply to other railways would warrant the same conclusion?—No.

51922. I think your line is dependent altogether, or at any rate, very largely, on its passenger traffic?—Yes.

51923. Roughly speaking, you carry half as many passengers as any of the other railway systems in Ireland?—Yes.

51924. You carry 3,000,000 and the Great Southern and Great Northern carry 6,000,000?—Yes; but in those numbers subscribers are not included, and if they were those 3,000,000 might turn into 5,000,000.

51925. Your receipts were £170,000 or something like that last year, and your passenger receipts were about £118,000, and if you add to that your miscellaneous receipts from hotels, etc., it comes to about £130,000, leaving only a very small proportion for goods receipts?—Yes.

51926. Would you go so far as to say that probably if every other Irish line were as favourably circumstanced as you are in regard to passenger traffic they would show equally good results?—If they gave the facilities. It is not every company that views these things from the same standpoint as we do.

51927. They have not the opportunity?—That is quite true, and I refer to that when I say that we are not in the same position as the other companies. It seems to me that we have not waited for the traffic to grow, but have done something to encourage it and make it grow.

51928. But you can hardly go so far as to say that the other companies, the Great Southern and the Great Northern, for instance, if they had the same opportunities as you have, would not give the same facilities. There is nothing to warrant you in coming to that conclusion?—No; I do not come to that conclusion.

51929. With regard to expenditure, I think your capital expenditure has increased by something like £80,000 in the last five years?—Yes.

51930. Your working expenses have gone up, as Mr. Sexton pointed out, very considerably?—Yes.

Nov. 22, 1908.

Mr. Charles A. Moore, Manager, Belfast and County Down Railway.

Contention that the County Down Railway could not be more cheaply worked under any amalgamation scheme.

The public in the district would be likely to suffer. And as benefits would be derived by them.

These objections to amalgamation would not apply to the other Irish railways.

The line very largely dependent on its passenger traffic.

Comparison of the number of passengers carried with those of other Companies.

Receipts from passenger traffic.

The increase in capital expenditure and working expenses.

Nov. 22, 1906

Mr. Charles A. Moore,  
Manager,  
Railway  
and County  
Dwars  
Railway.

The receipts  
and ex-  
penditure for 1905  
and 1907  
comparative.

The railway  
expenditure  
very much  
higher in pro-  
portion than  
that of any  
other railway.

The question  
of economy  
being effected  
under unified  
systems.

Causes of the  
increased  
expenditure.

Mr. Edgar  
Speyer, Esq.,  
Control of the  
railways in the  
United States  
of America, and  
railways.

Message under  
Government  
control.

The Govern-  
ment took a  
preponderant  
influence over  
the railway  
policy of the  
country.

The railways,  
as a rule,  
private enter-  
prises built  
under conces-  
sions granted  
by the Govern-  
ment.

Attraction in  
the policy of  
the Govern-  
ment in 1902  
Decision to  
take a more  
direct interest  
in the railway,  
and reasons for  
that action.

Speech of the  
Minister of  
Finance before  
the Mexican  
Chamber of  
Deputies in  
1906.

58010 I think for 1905 your receipts were, roughly speaking, £170,000, and your expenditure £101,000?

—Yes.

58011 For 1907, in the last Board of Trade returns, I see your receipts have gone up slightly to £178,000, and your expenditure has gone up to £104,000?

—Yes.

58012 In addition to that, as I have already pointed out, your ordinary expenditure on permanent way, rolling stock, traffic charges, and so on, is very much higher in proportion to your length of line than that of any other railway, so that while you contend that you have done exceptionally well, I venture to submit that you have done so at a correspondingly increased expenditure in other directions?—I think I might say in reply to that point that, as I have already stated, we have spent the money on the line and on the stock, and we have provided facilities which have had the effect, of course, of increasing the amount of labour and employing a great many more men; and all that has been done while still working on the same low rates and fares, the result being that our earnings per train mile have not advanced one iota for ten years.

58013 The only point I make is, that while you have not shown any reduction in the expenditure, it is fair to assume that in any general system of amalgamation of other lines there is reason to hope that there would be economies effected and a reduction of that working expenditure?—There will be for some time, because we have just completed the re-laying of the entire line. In the last few years we have been doubling part of our line, and that has caused an increase of expenditure. We have also built houses for all our stationmasters with three exceptional lodges for all our gatekeepers along the line, and recently we have built six dwellinghouses for em-

ployees at Newcastle, where rent is high and it is difficult to get proper accommodation.

58014 All I was arguing was that I think, when you ask us to accept your views as to amalgamation, you will not expect us to carry them further than simply to say that as regards your own experience you do not think amalgamation would be beneficial?—That is so.

58015 You do not wish us to infer that, speaking broadly for the whole of Ireland, amalgamation might not possibly bring about the results which have been obtained on your own line by your own efforts?—No. I do not want to be misunderstood in connection with that matter. I have not considered it so far as Irish lines are concerned, but simply so far as my own company is concerned; and, as I have said before, we have done all that any company could do, and that being so, we do not see why we should be amalgamated.

58016 Is your company interested in the promise of the Ards Railway?—In no way, except that the company who are promoting the Bill in Parliament approached my company with a view to a working agreement, and we entered into an agreement satisfactory to both parties.

58017 Is it a desirable extension in your opinion?—It is a very nice district, and it will afford facilities for anyone who wants to go. It should, I think, be approached by the people.

58018 Is it likely to be remunerative in the first instance?—I could not express an opinion as to that, because my company were not interested in the Bill for the promotion of the line.

58019 Do you think it is likely to go on in view of the action of the Down County Council?—I am not able to express an opinion as to that.

Chairman.—We are very much obliged to you.

Sir EDGAR SPEYER, Esq., examined by the CHAIRMAN.

58020 First of all, let me thank you for your attendance here to-day. We were anxious to get some information with reference to control of railroads by the United States of America, and one of our colleagues told us that perhaps no one in the City of London could give us better information on that subject than you. Therefore we invited you to be present. We should like to ascertain from you, first of all, how many miles of railway there are in the United States of America?—There are about 11,700 miles, not including about 3,000 miles of a purely local character.

58021 How many miles are under Government control now?—About 7,000.

58022 Of course that is the majority?—Yes; considerably the majority.

58023 The Government thereby has a preponderating influence over the railway policy of the country?—Yes.

58024 How were the railways made originally in Mexico? Were they a private enterprise or guaranteed by the Government?—They were, as a rule, private enterprises built under concessions granted by the Government, expiring after a long period of years—generally about 100 years.

58025 Of course, that period has not expired yet?—No.

58026 Has there been any recent legislation to alter these concessions?—In 1902 the policy of the Government was modified, and the Government decided to take a more direct interest in the railways.

58027 Could you tell us why the Government decided to take a more direct interest in the railways?—I think I cannot do better than quote Mr. Llanowter in a speech which he made before the Chamber of Deputies of the United States of Mexico on the 14th December, 1906.

58028 Was that gentleman the Minister of Finance?—Yes; and he is to-day. He is the Minister of Finance of Mexico.

58029 Will you read what the Minister of Finance said on the subject?—"There are three main arguments for the incorporation of the two great systems—the National and the Central Railway Companies." I have a map here which shows it, sir.

Chairman.—It will not be convenient to put that in at present.

Witness.—"First to avoid friction between different corporations when the two are competing lines, or when one of them fears being antagonised by a concern in which the Government holds a controlling interest. Secondly, to avoid the absorption of properties not controlled by the Government by one of the great railway systems of the United States"—that means the United States of America. "Thirdly, the prospect of realising considerable economies through the consolidation of all the great railways under a single management. For all these reasons the Government has decided to lay aside the attitude of passivity which it had in the first instance thought of maintaining when it had assumed a controlling interest in the National, and to adopt an active policy of which the aim will be to bring both the Central and the National under the control of a genuinely Mexican Corporation."

58030 There were three main reasons which actuated the Government in taking a greater control over the railways which you have mentioned, I understand?—Yes.

58031 These are the reasons which are given by the Minister of Finance?—Yes.

58032 When was the first step of this policy taken?—The first step of this policy was taken in 1902, when the Mexican Government bought £1,000,000 of Inter-oceanic Railway Second Debentures.

58033 That was for a special reason?—Yes. By this purchase the Government secured a permanent voice in that company's affairs by reason of the vote attaching to its Second Debentures.

58034 That was 1902. Did they do anything further in 1903?—In 1903 the Mexican Government purchased an amount of National Railroad of Mexico shares, which gave the Government practical control of the National Railroad of Mexico, a company which in 1902, had acquired the control of the Mexican International Railroad. The National Railroad, which had also in the meantime acquired the majority of the Inter-oceanic Railway Company's shares, purchased from the Government the £1,000,000 Inter-oceanic Second Debentures. Therefore the Government now control three railroads—the National Railroad, the International Railroad, and the Inter-oceanic Railroad.



52035. You have brought us up to 1903. What was the next step taken by the Government?—The next step was taken in 1903. In 1903 a most important step was taken; that was the control of the Mexican Central Railway. In 1903 this control was further extended by reason of the formation of a merger company—under Mexican law—called the National Railways of Mexico. This new company controls all the railways I have mentioned, plus the Mexican Central Railway. The total authorized issue of shares under the merger scheme amounts to about 250,000,000 dollars (gold). The Government, on account of its guarantee and its holdings of shares, was entitled to and received under the terms of the re-adjustment plan a considerable amount of new shares, so that the total Government holdings give the Government an absolute majority of the outstanding share capital of the new merger company. As I said before, that company controls 7,600 miles of railway in Mexico.

52036. Chief men.—What was the stipulation made by the Government?—The Government stipulated that so long as it should own the majority of the shares of the company no increase or reduction in its shares should be made, the effect of which would be to reduce the holdings of the Government to less than a majority of the shares; or, in other words, nothing should be done which would affect the control by the Government.

52037. The Government was to keep the majority of the shares?—Yes.

52038. I suppose the Government assumed some responsibility when the merger scheme was carried out?—The consideration for the shares which the Government received in this merger scheme, in addition to those which it received by an exchange of shares, was its guarantee of the 4 per cent. general mortgage bonds of this new company. Its guarantee, however, is not likely to be requisitioned, and I think it may be considered a surplus one, because the company will doubtless be sufficient to meet that charge. But the Government's guarantee naturally enhances the credit of the securities of this company, and, therefore, it is a great service, for which the Government deserves consideration.

52039. According to what you say, the Government made a very good bargain?—I think the Government has made a good bargain.

52040. And they absolutely, or, at any rate, practically, got the control of the policy of the railway throughout the country?—Yes.

52041. I do not know if you wish to refer to the next paragraph in your proof?—That is the policy in detail of the Government.

52042. Exactly. I think we have got that already. I think we might sum up the policy of the Government in the following words, which I quote from the Mexican Year Book issued under the auspices of the Government:—"The policy of the Government towards the railways is to exercise an effective control over the broad lines of their policy, but not to interfere in the details of their ordinary management and operation." I think that sums it up very well.

52043. Who appoints the directors?—The Government.

52044. The first directors?—Yes. The company has only just been formed, so I cannot speak positively about it. I have called to America about it, but the details have not been quite settled. I was trying to get the names of the first directors of the New York, Road.

52045. Do they, the Directors, deal with what you call the bye-laws, which, we understand, is the document merging the railway into the Government?—Yes, for all practical purposes the Government controls this railway and nominates the Directors.

52046. The Directors then control the management?—Yes.

52047. The General Manager, and so on—the officers of the company?—Yes.

52048. The Government does not appoint the officers?—I suppose the Government would have the right to do so, because by reason of their controlling interests on the Board they could appoint officers. As a matter of fact, being a new company the Government has maintained the management and administration as it found it. The manager who was manager before is manager to-day, Mr. Brown.

52049. Of the whole system?—Yes. He was manager of one railway, and is now manager of the whole.

52050. Do you know what they have done with the other managers?—I think they are practically all in their places, only one man is put at the head of all of them. I think they are all separate managers.

52051. District managers?—Yes. As to this, I must be careful, because I am not sure about it, the whole thing is so new.

52052. The principle altogether is new, of course. You do not know, I suppose, of another instance in the world where this sort of system has been put into operation?—I do not.

52053. It is quite new?—Yes.

52054. And it has to be tried?—Yes.

52055. Do you know anything about the system of State ownership on the Continent?—I know only the general operation of it. You could get much better evidence than I can give you about that. Of course the Prussian railways, which were acquired by the State many years ago, have proved a most excellent investment for the Government. They show big profits, and I think I am right in saying that the Prussian Government depends to a great extent on the profits of their railways. Their profit is very, very large.

52056. Do you think that the country has benefited by it?—Do you speak of Mexico now?

52057. No; Prussia. You say that Prussia has an enormous surplus revenue which goes to the relief of taxation by reason of the State owning the railways, and I put it to you, do you know, or are you able to tell us whether, in your judgment, the country has benefited by the acquisition of the railways by the State?—Broadly speaking, I should say yes.

52058. Have you formed any opinion as to whether, in your judgment as a great financial expert, which we know you are, you think for Mexico that is a better arrangement than if the Mexican Government had adopted the policy of the Prussian Government? Have I made myself clear?—Yes; but I am afraid I have not considered that sufficiently to answer it. I think it was the simplest method and the best method for Mexico to adopt.

#### Examined by Mr. SEXTON

52059. Mr. Sexton.—If you will permit me I should like to obtain from you, who are so good an authority, some further information with regard to this matter. Was there any cash outlay by the Government in connection with the acquisition of the control of the railways of Mexico?—I am afraid in answering this question I must go back a little. When the Mexican Government acquired the National Railroad of Mexico, the first one which I have mentioned on page 1 of my proof, there was an outlay of about 9,000,000 gold dollars. When the Government acquired the Mexican Central Railway, that is the last railway they acquired, they had to put some money in by buying shares, but in consideration of the guarantee they gave they received bonds of the new company, so that practically speaking the Government did not pay any fresh money for this control except giving their guarantee.

52060. I quite apprehend. The ownership the Government acquired in former years, together with the guarantee given this year, enabled them to acquire the control of the lines without any further outlay?—Yes, without any further outlay.

52061. And there was no issue of public debt?—No; except that they assumed the liability for the guarantee of the 4 per cent. bonds, which is tantamount to a debt.

52062. You regard that as nominal?—I regard that as quite nominal.

52063. And you give excellent grounds for your belief by showing here that last year's revenue left a surplus of about 2,150,000 after a payment of all interest charges?—Yes; I want to amplify that figure a little; it is only an estimate. I do not want to go further than to say that there is a surplus over the fixed charges, because I have not seen the final figures. I put an estimate in, but that is all it is. I should say, generally speaking, the fact is that the combined earnings were sufficient last year to show a surplus over the new fixed charges, and I think that will be more than maintained, because, as Mr. Lumsden says, the indication of the service must bring about savings in operation.

Nov. 12, 1906.

Mr. Edgar  
Seymour, Bart.

The Mexican  
railways.

Present system  
of manage-  
ment.

The merge  
principle  
of together now  
and so similar  
system is in  
operation.

The Contractual  
system of  
State own-  
ership.

The acquisition  
of the Prussian  
railways by the  
State has  
proved a most  
excellent invest-  
ment for the  
Government.

Prussia has  
benefited by  
the State  
ownership of  
the railways.

The Govern-  
ment control  
of the Mexican  
railways.

No extra  
money paid  
for this control,  
but a State  
guarantee  
given.

The arrange-  
ment has  
proved profit-  
able to the  
Government.

Large surplus  
left after pay-  
ment of all  
interest  
charges.

The indication  
of the service  
must bring  
about savings  
in operation.

Nov 12, 1896.

Mr Edgar  
Speyer, Bart.

The Government hold a majority power over the Irish share capital. And, except the London and North-Western, control over two-thirds of the Mexican railway system and an effective influence over the remainder?—Yes.

Reason for this important step.

The law of Mexico regarding the transfer of extraordinary railway property.

The Mexican railway system.

The State here double that of the Irish railways, while the capital is about the same.

The question of competition in railway management.

The prospect of considerable economies through use of railway as a means of management.

52064. It appears then that whatever money the Government expended in purchasing securities of the National and Central Railroads has now given them a majority power over a total share capital of about \$245,000,000 sterling?—Yes, that is so.

52065. It has given them absolute control of two-thirds of the Mexican railway system, and an effective influence over the remainder?—Yes.

52066. I think everybody will agree with you that a good bargain has been made by the Government?—Yes.

52067. What was the immediate occasion why the Government thought it necessary to take this important step? I think the immediate occasion was the fear that United States railways might acquire such a preponderant influence over the railways of Mexico as to create American conditions, that is, control by one or two of the big railroad kings of Mexican railways, which, of course, from the Mexican point of view, would not have been good policy.

52068. I understand that the law of Mexico prohibits the transfer of a railway property without the consent of the Government in the case of any extraordinary line?—Yes, I believe so.

52069. But the United States syndicate proposed to get round that law by purchasing shares in Mexican companies?—We do not know what they proposed to do, because they never said anything. The suspicion was that some of those gentlemen would have done what you have expressed. I only wanted to say that the danger existed that some of the large speculators of the United States would extend their system into Mexico by acquiring a very large control in the shares of those Mexican railways.

52070. The Government after due consideration decided to take a leaf out of their book and buy the shares themselves?—Yes.

52071. And they have accomplished that successfully?—Yes.

52072. Mr. Acworth.—The Mexican International was, in fact, a dependency of the Southern Pacific, was it not?—Yes; of course, the Americans have several lines in Mexico. There are 16,000 miles of railways in Mexico, of which some are English, like the Mexican Railway, and there are also some American railways, and, as Mr. Acworth says, the International Railway, which is now part of the Government system, was built by Mr. Huntington, the late President of the Southern Pacific Railway.

52073. Mr. Sweten.—I think we may in this discussion eliminate the unimportant railways. The 7,000 miles would be two-thirds of the important railways, would it not?—No doubt.

52074. What strikes me as remarkable is this, that the Mexican Government for an outlay in cash, which must have been far less than even a moiety of \$245,000,000, have acquired control of railway systems more than double the length of the Irish, although the capital of the Irish system is about the same?—Is that so?

52075. I should like to invite your attention to the language used by Senator Lammont as to railway competition. In reply to the arguments of those who advocate competition as the safeguard against railway monopolies, the reduction of freight and passenger rates, he contended, constitutes an abnormal and transient situation, such reduction being but a weapon of offence, and, consequently, one of short-lived efficacy. Do you agree with that view?—I am not a railway manager.

52076. Senator Lammont adds:—"Seen the cutting of rates ceases by virtue either of an agreement between the two companies or by the collapse of one of them. In either case the inevitable and lasting result is the augmentation of rates on a scale proportionate to the heinousness of loss suffered during the period of hostilities."—That seems to me very sound.

52077. That is a very graphic and striking description, do not you think?—Yes.

52078. The Finance Minister gave three reasons for this operation. I think you will agree that two of them, the first and second, are special to Mexico?—Yes.

52079. The third one has a more general application, has it not?—Yes.

52080. The prospect of realising considerable economies through the consolidation of all the great roads under a single management. That is the reason I refer to?—Yes; I think that is general.

52081. Everyone will adopt the observation made

by the Chairman as to your position in the financial world. Have you any doubt that any such large amalgamation as this has the effect of securing considerable economies?—I should think it would, but it would depend rather upon the people who do it. If the management is efficient there is no doubt that if you consolidate services it will save money by reason of the mere fact that you can reduce your highly-paid officials.

52082. Upon the condition that as good expert skill is at the service of the consolidated as the separate undertakings?—Yes.

52083. I gathered from your answer to the Chairman that you thought it more beneficial to a community that the profits of the consolidated systems of railways should go into a public purse than that the profits of several separate systems should go into private purses, taking the community as a whole?—I do not think I should go so far as that.

52084. The relief to the rates is a public benefit?—No doubt.

52085. There is just one other point I want to put to you. The Government, you say, by a stipulation have arranged that their majority shall never be disturbed?—Yes.

52086. Has that stipulation the force of law?—Yes, I should think so.

52087. They appointed the whole Board immediately, and will always appoint at least sixteen directors out of a total of twenty-one?—Yes. There may be special arrangements for the first or second year of which I am not aware; therefore I want to be cautious in answering questions about that.

52088. I have read very carefully the extracts you have given from the bye-laws, and it appears to provide that there shall first be a transitional Board and afterwards a permanent Board comprising twenty-one directors, of whom seven shall be resident in the Republic. Sixteen of those directors are to be elected by the shareholders at large, and as the Government is the majority shareholder among the shareholders at large, they will elect sixteen of the twenty-one directors?—Yes.

52089. So far as the control of the passenger rates and fares is not vested in the Government itself as the originator of laws it would go to the directors?—Yes. The Government, as they control the company, fix the rates and fares themselves, because the Board is the Government—I mean the majority is the Government—so the Government can raise or lower the fares as they think fit.

52090. The Government has secured the perpetuity of its majority by law, and it will control the rates and fares in the future either directly or through the directors as its agents?—Yes; of course, the Government could theoretically sell that control again, I take it. At any time that they wanted to get rid of the control they could sell their shares again.

52091. I see that in an official document issued before the Act was passed, there is an article saying that shares giving the Federal Government a controlling interest cannot be disposed of except by permission of Congress?—Except by permission of Congress, certainly.

Examined by Mr. ACWORTH.

52092. Am I right in thinking that you first saw New York carried through these negotiations with the Mexican Government?—Yes.

52093. So we are getting the best possible information?—We did it in conjunction with others.

52094. You stated in an early paragraph that the railways were built under concessions granted by the Government, in most cases the Government gave financial assistance to the Company, did not they?—Yes, mostly in subsidies. The Mergier Company is also under concession of the Government, and in 20 years it falls back to the Government—the whole system.

52095. Then they will become direct owners of it?—Yes, I believe it is 99 years, but I am not sure of the period.

52096. You did not mention one thing. If I stood straight right, the shares that the Government are taking are Deferred Ordinary shares?—The shares that the Government has taken are these kinds of shares. They have taken Preference shares, Second Preferred shares, and common shares.

52097. In the original purchase of control of the National, which came first, they took their control in the form of Deferred Ordinary shares?—Yes.

52099. Which gave them no immediate prospect of a dividend, but enabled them to get a voting power very cheaply indeed?—Yes.

52100. Is there any objection to mentioning—I suppose it is public property—what was paid in cash for those Deferred shares?—I am rather reluctant to give you any figures without the permission of the Government, although I believe there is no secret about it at all. All those transactions, as far as I know, are public property, but I think I ought to be a little careful. You can get it from the Mexican Government direct, I have no doubt.

Mr. Ascroft. I had the figures in my mind that they paid, something like 10 per cent of their face value.

Chairman.—After what Sir Edgar has said, I do not think we will press that question.

Witness.—I do not confirm that.

52101. Mr. Ascroft.—Let us put it in this way. There can be no question that they took Deferred Ordinary shares, which gave them as large control as any other shares, but cost them very little cash, because they had no immediate prospect of dividend. There can be no objection, I think, to saying that much?—I have not got the details in my head. I think they bought other shares too, and not only Deferred shares.

52102. But, so far as they took Deferred shares, that would be true. What they took in Deferred shares would evidently cost very little in cash?—It is difficult to put it like this, because, for the amount of shares of different kinds which they bought, they gave a considerable amount of money; so it is difficult to say how much one was worth, and how much the other.

52103. But they did, in fact, get their control by a large number of Deferred shares, did not they?—Yes.

52104. In the first place, I think you told us it was a gradual process, and there is no reason why it should not go on in cases like the Old Mexican Railway and the Mexican Southern, is there?—Certainly not.

52105. And it was done in every case by negotiation with the shareholders, and on certain terms mutually satisfactory to both parties. There was no compulsion of any sort, was there?—No.

52106. So that having the analogy in one's mind, it might be possible, assuming it was thought cheaper in Ireland to buy up one or two or three of the railways, to have some sent and take some in?—Certainly.

52107. You spoke about the guarantee of the General Mortgage Bonds as being, under present conditions, nominal?—Yes.

52108. Of course the Government, as the majority shareholder, could, if it thought proper, reduce the value all over the country?—Yes, it could.

52109. If they did that there might be a deficit in the interest on the bonds, might there not?—Yes; but I think that is highly theoretical.

52110. It is theoretical, but in that case the Government guarantee would become a practical protection to the bondholders?—Certainly.

52111. I will not ask you to express an opinion on the extract which you have given from the Mexican Year Book, but I take it that the effect of it is that, that the Government have definitely made up their minds that, for Mexico, general competition is a bad system, and they have definitely decided to exclude it?—Yes.

52112. Without discussing whether they are right or wrong, that is the effect; and they have done so?—Yes.

52113. These is just one other point which I want to ask you about. Near the bottom of page 3 of your proof there is a statement about there being a Local Board in the City of New York?—Yes. The Local Board is part of the General Board.

52114. They meet separately, and pass separate resolutions, and report to the Main Board; but those resolutions do not take effect until the General Board sanctions them?—Yes.

52115. I do not know whether you could tell us at all whether the functions of the Local Board are the management of the railways or the finance?—They are not appointed like that, but one can see more clearly from the names; and we may take it that finance is the particular thing.

52116. In case more capital has to be raised?—Yes.

52117. Chairman.—That would probably be the object of their meeting in New York?—That is only my impression.

52118. Mr. Ascroft.—I take it it cannot mean that the operation of the railroads is to be from New York. You do not understand it to mean that, do you?—No.

Chairman.—The number of Directors in New York is to be limited.

Mr. Ascroft.—Yes. There are to be nine, but they are to have separate meetings.

Chairman.—But no separate power.

Witness.—Nothing done by the New York Board possesses any legal force in Mexico until it has been submitted to the other Directors.

52119. Mr. Ascroft.—But they are constituted obviously to do something—they are intended to have some function—a subordinate function, yes, but some function, and your view is that that is to be finance and not the control of the railways?—Yes; I think mainly finance, because there is more financial experience, I should think, in New York than in the City of Mexico. Without saying anything derogatory to the City of Mexico, I think Mr. Lamasont, who is a very far-sighted man, is anxious to secure the best possible Directors in New York.

52120. You said something about the Prussian Government, and you said that in your view the Prussian Government certainly made a very good bargain, commercially, in acquiring the railways?—Yes; but I am not prepared to be cross-examined about Prussia, because I know nothing about it except in a general way. I think I am safe in saying that the Prussian Government is deriving a great deal of profit from their railways, and that that profit is a very welcome thing to them.

52121. The purchase of the railways extended through the late seventies and the early eighties?—Yes.

52122. Since then Prussia has increased enormously, of course, in riches and business?—Enormously.

52123. The railways were bought at a very convenient time?—Yes; they were. I say without fear of contradiction that it was a very fine financial transaction which the Prussian Government made.

52124. And it has been helped by the development of Prussia in business?—Yes, then, potentially has been amply conformed.

52125. I do not quarrel with the fact that they have made a success on both sides?—I think they are under very good management to-day.

Examined by Colonel HUTCHINSON POSE.

52126. I think you alluded to three causes as having influenced the Mexican Government in assuming control of the railways?—Yes.

52127. One was the avoidance of friction between Government and private lines, the second was the interference or intervention of foreign capital, and the third was the realisation of great economies. Two of those conditions, I think you will admit, from your knowledge of England and Ireland, do not exist in this country. We have no Government lines, and I suppose you will agree that we have no foreign capital in our railways?—Quite so.

52128. Therefore, in any analogy which we can draw between Mexican and Irish railways, the only cause which operates as regards Ireland is the possibility of effecting economies?—Yes.

52129. I think, further, that your knowledge of Continental conditions also will enable you to say that those two causes, intervention of foreign capital and the avoidance of friction between Government and private lines, have, in the cases of most Continental countries which have assumed State ownership, been very powerful factors in making them undertake that ownership?—Yes, that is so.

52130. Then, again, in drawing comparisons as to the experience of State ownership on the Continent and in Mexico, the only analogy that we can legitimately employ in respect of Irish railways is the possibility of effecting economies. Do you agree with that?—Yes.

52131. Chairman.—That is the third point?—Yes. Chairman.—We are very much obliged to you for coming to assist us by giving evidence on this subject.

Nov 12, 1906.

Sir Edgar Speyer, Bart.  
The Secretary of the Local Board in New York.

Subordinate to the Main Board in Mexico.

The Prussian State railways?—

The Prussian Government deriving a great profit from their railways.  
Date of the purchase.

The prosperity of Prussia since that time.  
The purchase a fine financial transaction.

The three causes which influenced the Mexican Government in assuming control of the railways.

The only analogy is recent of the Irish railways; the possibility of effecting economies.

Nov. 24, 1908

Mr. Edward  
Watson, J.P.,  
Managing  
Director,  
City of  
Dublin  
Steampacket  
Company

See insurance  
of live stock.

Liability of  
shipowners in  
connection  
with cattle  
transit.

Shipowners  
only, by special  
contract.

legally exempt  
themselves  
from liability.

But if the ship-  
owner be a  
railway com-  
pany it comes  
in under the  
Traffic Act.

A railway com-  
pany cannot,  
without special  
contract, exempt  
itself from  
liability.

Effect of the  
Regulation of  
Railways Act  
1871.

The Regulation  
of liability to  
railway com-  
panies who are  
not steam-  
ship owners.

The case of  
Dodon v.  
Midland Rail-  
way Company.

Result of  
Appeal to the  
House of Lords.

Subsequent  
arrangement  
between the  
railway and  
steamboat  
companies.

Committee  
appointed to  
draw up a legal  
opinion,  
which the  
Courts would  
not accept.

A valid con-  
tract subse-  
quently  
procured and  
at present in  
force.

Mr. EDWARD WATSON, J.P., Managing Director, City of Dublin Steampacket Company, examined by the CHAIRMAN.

52131. You have been before us on a previous occasion, and we know that you are Managing Director of the City of Dublin Steampacket Company?—Yes.

52132. We have had, from various sources, evidence with reference to the insurance of cattle, both by land and by sea, concerning which various suggestions have been made. And we thought it would be advisable to get the opinion of a gentleman of your experience in connection with that particular subject—the only subject on which I purpose to question you. Just tell us, in your own way, first of all, with reference to the liability of shipowners in connection with cattle carried?—As matters stand, under the present law, any shipowner can, by special contract, exempt himself from liability.

52133. Mr. Section.—Any shipowner who is merely a shipowner?—Quite so. If the shipowner be a railway company it comes in under the Traffic Act.

52134. Chairman.—Then, with regard to railway companies owning steamers, do you know anything about the regulations?—Such companies are under the Traffic Act. With certain exceptions, the railway companies are not liable for the act of God and the King's enemies, or anything of that kind; but, ordinarily speaking, the railway company cannot make any exemption for transit by sea unless the condition is held by a court to be reasonable.

52135. But, under the Regulation of Railways Act, 1905, their liability is limited?—The Act has not had that effect. A railway company, to put it shortly, cannot, without a special contract, exempt itself from liability for the negligence of the master, which special contract must be reasonable.

52136. There was a Regulation of Railways Act passed in 1871?—Yes.

52137. There was a clause inserted at the instance of the railway companies. What was the object?—To give some limitation of the liability to railway companies who had not steamers of their own; and, when the Bill was in the House of Lords the Chairman of the Committee, who was an extremely wide-awake nobleman, altered it. But no one knew about the alteration. Two years after that there was a shipwreck. The vessel in question belonged to the City of Dublin Company, but the animals carried, which were lost, were booked by the Midland Railway of England. An action was brought, and no one supposed there was any liability. It was thought that the railway companies were in the same position as before, and we defended the action. It went before Court of First Instance in Ireland, which decided in favour of the owner of the cattle. It then went to the full Court of Appeal in Ireland, which, by a majority, there was only one judge in the minority—decided that the company were not liable. The case was taken to the House of Lords in 1878; and it was finally decided that the railway company could not exempt themselves from liability, except by a reasonable contract. That case is *Dodon v. Midland Railway Company*.

52138. Mr. Section.—Where were the cattle booked from?—I think from Dublin.

52139. Lord Parnell.—You are speaking of the Midland Railway Company of Ireland, are you not?—No; the Midland Railway of England. No Irish railway company had anything to do with that case.

52140. Mr. Section.—They were booked from the port to an interior station in England?—I think the cattle came from Kells—I am not quite certain, but the booking was done in Dublin.

52141. Chairman.—After that decision, I think the question was discussed between the railway companies and the steamboat companies with reference to future action?—Yes.

52142. What was their decision?—A Committee was appointed by the various companies. I was a member of the committee which had to draw up a contract that would be held to be legal. There was a good deal of difficulty, because when the first contract was drawn the Courts would not have it. Two years afterwards a contract was drawn up which has been held to be good.

52143. Drawn up by whom?—By the present Lord Chancellor of Ireland, then Mr. Walker, Q.C. It was adopted by the English and Irish cattle people; and, so far as we are concerned, it has been in operation ever since.

52144. Can you tell us the principle of the contract, so as to get it on the notes?—There is the ordinary rate, which is a reasonable rate; and, ordinarily speaking, all cattle are sent at that rate, unless the owner does something. If the owner signs a contract the cattle are then sent at the reduced rate; and the reduction represents 8d. per head difference in the case of cattle. I give the figures on the contract which I handed in; that is, for the sea transit.

52145. Mr. Section.—You are speaking of sea transit only?—This contract purports to exempt from liability on the sea transit only. Some of the Irish railway companies had a form which exempted them from liability on land as well; but I do not think they are using that at present, so far as I know.

52146. Your City of Dublin form shows plainly the difference between the two rates, that is, the cost of the insurance; but I notice that the railway form\* which has been put in does not give the rates?—The reason is that the railway form is a through rate, which varies at different stations.

52147. Still, the rates of insurance might be printed in the form?—The rate is always written in Table this contract form here, Rate No. 1. The figure for any particular station would be filled in. If the owner signs the contract, then, according to the cattle are going by wagon or by head rate, the rate is put in. It would be impossible to print all the rates on one form.

52148. But if the insurance is only against the sea risk, is it not the same insurance always?—Always.

52149. Should not the rate of insurance be the same?—The difference is always the same, but not the rate.

52150. Could they not put on the form the amount of the difference?—I suppose they could; but, as a matter of fact, that is the form which has been adopted; and there has never been any complaint on that head. Everybody knows what is the difference.

52151. Lord Parnell.—Ninety pence a head in the case of cattle.

52152. Mr. Section.—New people have to learn every day, and it would be as well to put the figure in?—That is the form adopted.

52153. But your own form is manifestly superior, because it gives the difference plainly on the face of it?—Quite so; but we have only one local rate in Liverpool.

52154. Chairman.—As far as your company are concerned, you are not affected by the Railway Traffic Act?—We are not subject to it.

52155. But you adopt the principle with reference to the insurance on cattle?—Yes.

52156. How do you arrange it as a steamboat company, a floating policy?—When cattle are sent at the ordinary rate our people make out a form; and the insurance company are credited with the insurance or whatever it is.

52157. There have been several suggestions made from time to time to alter the form of contract; but you have not acceded to them?—No. Our feeling on the subject is based on the decision of a very eminent judge, Lord Blackburn, that there must be a reasonable reduction. The company's contract must be a fair one.

52158. Colonel Hutchinson, P.C.—And the difference between the contract and the ordinary rate is given in the insurance company?—That is what we do.

52159. Mr. Section.—The railway companies tell us that they act simply as agents for you, and that you act as agents for the insurance companies?—That is not correct. As a matter of fact, the railway companies do not act as agents for us. A railway company is Dublin, such as the Midland or Great Central, do the booking themselves through their own station. The only railway company for whom we do the booking in Dublin is the London and North Western. It cattle go through from Dublin to a London and North Western station, we do the booking. All the other companies do the booking themselves.

52160. I understand from some of the railway people's evidence that, in collecting those insurance rates, they act as your agents. But the law has placed the liability on the railway companies, and they are really protecting themselves?—Yes. We have an arrangement with the railway companies—I am speaking for my own company—that if any low

\* See Volume V, Appendix No. 45

occure, we hold ourselves responsible to them; but they are responsible to the sender.

52161. Mr. Scroten.—That is when there is no insurance?—In any case, if this contract is signed and there is a claim. In that case, we hold ourselves responsible to the railway company, if they have the contract signed. If it is not signed, it is a matter for them. They have to settle the claim.

52162. Chairman.—How long has that contract been in operation with you?—30 years.

52163. You must have carried an enormous number of cattle from Ireland by your steamers. Can you tell us whether you have had any general complaints as to that contract?—No.

52164. On the whole, it has been satisfactory?—I think so. I think it has worked very well. In one case, some years ago, we had a rather heavy loss. One man, I think, lost a good many cattle. They were all sent at the company's risk, at the full ordinary rate; and I recollect that we had to give him at once a cheque for £1,000.

52165. Several witnesses have advocated before us a system of compulsory insurance, and have expressed the opinion that if such compulsory insurance were adopted, the rate charged by insurance companies would be reduced?—They are absolutely wrong in that, so far as I know. We have been from time to time approached by the insurance companies, who say the rate is too low; and I am quite satisfied that we could not get the insurance done any cheaper. What I feel is, if it could be done cheaper, why does not the cattleowner take out a floating policy himself?

52166. Lord Ferrie.—But you, surely, do not pay £1 per head to the insurance company?—We do, on the £15.

52167. Colonel Hutchinson Pei.—That works out at 1 per cent.; i.e., 7s. 6d. to cover £150?—We make no money out of it.

52168. Mr. Scroten.—The rates vary very much for the different kinds of animals. I think the rate goes up for some as high as 12 to 20 per cent.?—The rate is sometimes arranged on the basis of so many in the wagon; but in the case of store cattle it might go up. They would not be so valuable.

52169. You will find it varies with every class of animals. In the case of pack pigs it is 15 per cent.?—Yes.

52170. Colonel Hutchinson Pei.—The bulk of the traffic is cattle?—The bulk is cattle. The proportion of pigs insured is extraordinarily small.

52171. Mr. Scroten.—We are dealing only with insurance against sea-risk. The risk to all animals being the same, I should have thought that the ratio between the insurance and the value of all animals would have been about the same?—Those were the figures fixed by the insurance company.

52172. Why should it be three times as dear to insure a pig as to insure a cow?—I should think the pig more liable to damage than the cow.

52173. Mr. Ascroft.—Pigs suffer from bad weather? They do.

52174. Mr. Scroten.—Lambs, too, and sheep, are sent for insurance up to nearly 20 per cent.?—Yes. One risk never arising with cattle does arise with lambs. In the summer time the mountain sheep are very wild, and sometimes jump overboard. A cow could never do that.

52175. Surely lambs or sheep do not often jump overboard?—That is the only way of accounting for missing lambs. They are very agile.

52176. Chairman.—You are not aware of any underwriters who would undertake the risk simply on account of the large quantity?—I am not.

52177. Of course, you would naturally say that if insurers can get such reductions they ought to do so?—Yes.

52178. And relieve you altogether?—Yes. Personally, I should like all stock to be sent at the company's risk, and then there would be no trouble at all.

52179. You have had a number of cattle carried by your steamers during the twelve months ending the 31st December last. Will you give us those figures?—I did not put them on my notes. I should prefer not to mention the number of cattle we actually carry, but the percentage. In the case of cattle, the percentage for the twelve months ending the 31st December last, carried at the ordinary rate, was 11.53.

52180. 11½ per cent.?—11½ per cent.

52181. Carried at the company's risk?—At the ordinary company's risk rate. Sheep were .8 per cent., pigs .12 per cent., and horses 1.31 per cent.

52182. Then you are satisfied that the present arrangement affords no real grievance to the traders?—Yes.

Examined by Mr. Ascroft.

52183. According to your figures, cattle, 11 per cent. paid the ordinary rate, sheep only 8 per cent., and pigs not one-fifth of 1 per cent. In other words, traders took advantage of the reduced rate?—Yes; nearly all.

52184. Why is that?—Perhaps I ought not to say so; but I think our line of steamers consists of very good carrying boats. Shippers are not afraid.

52185. Do you not carry your pigs under the same conditions as cattle. Why does so small a percentage of pigs appear?—I suppose the owners are more willing to take the risk.

52186. Do you not think it is because there is a so much larger percentage difference?—I do not know; I do not think so.

52187. Does not that seem to be the natural explanation? They get, as we say, a difference of only 8d. on 6s. 8d., whereas, in the case of lambs, there is a difference of 2s. on 1s. 7d.—It is a larger percentage.

52188. Do you not think that is the reason why they contract out in one case and not in the other?—I cannot say. The question was never considered before. It is possible.

52189. I wish to ask you generally: Is the case of ordinary freight, the railway company is an insurer. In the case of cattle they take only a certain liability?—They are bound, except in the case of exemptions, to take the common-law liability.

52190. That is limited by various considerations—the inherent risk of the beast, for one thing, and limited to a certain fixed amount, which is not quite the same?—Not exactly.

52191. In the case of steamship companies there are further variations. An independent steamship company can make any bargain it likes?—Yes.

52192. Even if the steamships are owned by the railway company, it can make any bargain, provided it is a reasonable bargain?—Yes.

52193. And such companies are also protected by the limitation of the value of the beast?—Yes.

52194. The matter is rather complicated?—I do not think so. It is not more complicated on account of this difference of rate than for any other reason. Parliament has thought right to give exemptions to railway companies in the case of cattle; that is all.

52195. But as distinguished from the ordinary liability of an ordinary railway company carrying ordinary traffic, which company has to insure it, there is something less than that on the railway in the case of cattle?—I do not quite think so. Let me give you a case in point. A railway has certain exemptions with regard to certain traffic, and it is just the same thing. I take it, to say that a railway company is not liable for more than £15, as to say, in the case of porcelain, that the company is not liable for more than £10.

52196. But the liability for pigs is less than the full value?—Yes.

52197. And on steamers it is again less?—Well, I don't think that in practice it really is.

52198. It is legally different?—No more than that.

52199. Do you not agree with me that you cannot expect the ordinary cattle buyer to be a master of these legal distinctions?—I think the ordinary cattle buyer is as wide awake as individual as you will find anywhere. I think he thoroughly understands them.

52200. It is your view that he can hold his own with the solicitor of a railway company or of a steamship company?—I think he can.

52201. You really think so?—I really do. Remember that the cattle dealer who brought an action against the Midland Railway Company had all but one of the Irish Judges of the Full Court against him, but he was not afraid of that; he went to the House of Lords and won his case.

52202. That was 30 years ago?—Yes; that is what fixed the law.

52203. There was, in 30 years, one man who brought an action against a railway company?—What I mean is, similar claims have always been paid since.

52204. What I wish to lead up to is this. Several people have told us that it would be a great advantage if they could get for a single payment of a reasonable sum a clean insurance all the way from the West of Ireland to the market in England?—So they can.

Nov 18, 1908.

Mr Edward Watson, J.P.,  
Messrs  
Dunlop,  
City of  
Dublin,  
Steamship  
Company

See insurance  
of live stock  
(continued).

The present  
arrangement  
affords no real  
grievance to  
the trader.

Percentage of  
live stock  
carried at the  
ordinary rate.

Due to the  
good carrying  
boats.

Shippers are  
afraid to take  
the risk

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Shippers are  
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Railway com-  
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Railway com-  
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in the case of  
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the beast.

Nov. 12, 1908.

Mr. Edward  
Watson, J.P.,  
Managing  
Director,  
City of  
Dublin  
Steamship  
Company.

See insurance  
of live stock—  
(continued).

Question of  
insurance from  
the west of  
Ireland to the  
English  
market—contd.  
The railway  
company  
have to pay if  
they are liable.  
Amount of that  
liability.

The question  
of liability  
when damage  
is caused  
through vice of  
the animal.

Desirability of  
a uniform rate.

52206. The insurance you have mentioned refers only to the sea risk?—Yes; but the animals are covered on the railway all the same. Suppose a man in the West of Ireland sends his cattle to Norwich, and something happens to them between the West of Ireland and Dublin, the railway company have to pay if they are liable.

52206. Up to the extent of their legal liability?—Yes.

52207. Which is not the whole liability?—It is in practice.

52208. But it is not theoretically a full liability?—I think it is. The railway company are not liable for more than £15 unless the value is declared. Cattle from the West of Ireland are simply covered by £15. Suppose an animal is bruised and injured, has its leg broken, the owner can get up to £15 for the damage. He is fully covered.

52209. For practical purposes you say he is covered?—I think so.

52210. What he says is, as I understand him, "I want to be secured, so that if my cattle are damaged, whether I can or cannot prove that the railway company are liable, I shall get the money back." You have agreed that there are cases where the railway company are not liable?—Yes.

52211. He says, "I wish to be sure that if my beast is damaged I shall get the money back without any argument as to how the damage happened."—So to him at the present time. Take a case. A man books his cattle from the West of Ireland to Norwich. When they arrive at Norwich one of the animals is found to be damaged. He makes a claim against the Midland Great Western Railway Company, who assume that nothing has happened between the country station and Dublin. They write to the City of Dublin Company, who will know either that it happened or did not happen. If not, they will say so. Then they communicate with the English company. As a matter of fact, the company who damage the animal have to be accountable. The owner deals only with the sending company.

52212. But if the damage happens through what is legally described as the inherent vice of the beast, you surely do not deny that the company is not liable. You agree that such is the law?—Yes.

52213. Very well. If that is the law it is competent for a railway company to say that the damage happened through the inherent vice of the beast, and to refuse to pay?—They would have to prove that.

52214. But if they say, "We will not pay unless you can prove that is not so," the man has to go to law?—Yes.

52215. Very well. There are cases in which the man would have to go to law?—That may happen in any transaction.

52216. What I wish to ask is, if I have an insurance on my house, so that if it is burnt down the company will pay me £5,000, I have not to prove anything?—I think you will have to prove a good deal.

52217. That I did not set it on fire myself?—I agree, but the policy is a complete protection. If I insure myself against damage in the streets, and suffer damage, the company have to pay me?—I do not think so. I think that every insurance company reserves the right of disputing a claim if they think it is wrong. I do not think a railway company is in a different position.

52218. If I take out an accident policy, then, provided I am injured in an accident I can get the money?—Yes. But insurance companies will take it upon themselves to dispute your claim if they think it is unjustifiable.

52219. Obviously, in case of fire. But there is a difference between a policy which ensures that if the damage happens the owner shall be paid, and the claim on a railway company which agrees that if the damage happens under certain conditions the owner shall be paid?—Yes.

52220. The dealers tell us they want to get their claims paid if the beasts are damaged. Do you say that would be of no advantage to the dealer?—I do not think so. I know what the dealer does want.

52221. Tell us?—The dealers want everybody to be charged the same. A dealer does not care so much what the rate is, but he wants nobody to undercut him. That is what has been aimed at. The dealers would like a uniform rate, so that A should be able to pay for his transit just the same as B.

52222. You think, when the dealer tells us that he wants to be covered against all risk, he has made a mistake?—I think so.

52223. Assuming that he did mean what I think some of them said, do you see any difficulty in arranging that?—That is more a question to be put to the railway companies.

52224. You are one important element in the carriage, and, so far as you are concerned, would there be any difficulty in arranging that, in any case, where there is a rate of, say, 100 shillings a head, from the Irish interior station to London for a 2 or 3 per cent. premium, he should be insured. Is there any practical difficulty?—Speaking for myself, I may say we do not raise any question as to inherent vice. If animals are sent by the City of Dublin Company's steamers at a through rate or at the ordinary rate, and we damage them, we are responsible for paying. As to inherent vice, it is very hard to prove.

52225. But not very hard to assert?—Ask an Irish jury whether it was inherent vice and they will say it was not. I should not care to defend a case in that ground.

52226. So far as I understand, you, personally in presenting your company, do not see any objection to offering an insurance covering all risks without any question of legal liability?—Of course you would have to specify the amount. As to that, I may mention that the Midland Great Western Railway used to have a contract form somewhat different from the form of other companies, and took no condition, in fact, they named the cattle from the sending station right through. There was a difference. It was more than 8d. But I do not think they use that contract now.

52227. Do you know why it was given up?—No.

52228. Because that seems to me what the traders have asked for?—There is no difficulty whatever. The owner would have to pay more. I do not think he would like that at all.

52229. I gather that the amount would not be very serious?—I think it would be quite possible for a railway company to do what the Midland Great Western did for some years.

52230. But practically the existing rates to the trader protect him in almost every instance you say?—Yes.

52231. Therefore to protect him absolutely would cost you very little extra?—We protect him absolutely. Speaking from memory, and subject to correction, I think the advantage was not very great.

52232. You say that the extra risk, beyond what you assume already, would be very small?—Yes.

52233. And therefore you can afford to give a complete covering note at a very low price?—That seems to me what is being done in effect.

52234. If you say so, then to make it an absolute legal protection would not cost you anything worth talking of?—It would not cost me anything. That is not what the cattle dealer wants.

52235. That is what I have understood him to say he wants?—I read all the evidence, and I understood that the dealers want a compulsory insurance.

52236. Chairman.—They want to make the minimum rate the owner's risk rate?—Undoubtedly.

52237. Mr. Joseph.—They want, no doubt, the owner's risk rate to be a complete covering rate?—They do not want two rates, they want everybody to pay the same.

52238. And so they want the existing owner's risk rate to be the basis of a rate that covers all damage, and that nobody should be allowed to go beyond that?—They would prefer to have the reduced rate done away with, and the rate kept the same. Of course, they would like it lower, but they want everybody to be made to pay the same.

52239. Are you satisfied, in view of the fact that 9d per cent. of the traffic, excepting cattle, and 8d per cent. of the traffic in cattle, is at the reduced rate now. Do you believe that all the traders would be satisfied if it went up?—No. I believe the gentlemen who gave you the evidence would be satisfied. The great body of the trade would take the other view.

52240. They want to be let alone?—They want to be let alone.

52241. Mr. Joseph.—You say the rates per head for insurance are reasonable?—They are reasonable.

52241. Have you come across any insurance company who are willing to quote a lower rate?—No.

52242. If a cattle dealer considered that he was being charged too much he could now send his traffic at owner's risk rate, and he could then go to some outside company, and get the cattle insured, if he could get it done for less?—Yes. I know one case of a gamer who used to have a floating policy, but I do not think he saved any money on that account.

52243. Do you not think if there was a considerable business of this kind to be done the insurance companies would compete?—I believe they would.

52244. But you have never known of a case?—Never.

52245. Colonel Hutchinson Peck—I see by the Department's returns that you exported from Dublin in 1896 367,000 cattle, 337,000 sheep, and 239,000 pigs?—No doubt, those figures are correct.

52246. Really a large proportion of sheep and pigs then I thought?—Yes.

52247. And you cannot account for the fact that such a small proportion of the pig dealers take advantage of the ordinary rate?—The only reason I think is that they prefer to take the risk on themselves, the loss is so small; the amount of the claims is not very large.

52248. I see that while the insurance rate works out at 1 per cent. in the case of cattle, it is 5-18ths in the case of sheep and pigs?—No doubt, that is correct.

52249. It is 3-12ths in the case of cattle and 5-12ths in the case of pigs, so the difference is 1-6th more?—Yes.

52250. I see you do not give any rate for horses?—There is the same arrangement for horses.

52251. What is the difference between the ordinary rate, and the reduced risk for horses. I see there were 11,000 horses carried from Dublin?—The proportion of horses insured is rather greater. Horses are 1-3L. There are different rates for horses, some of which are carried by wagon and some in loose boxes.

Examined by Mr. SEYMOUR.

52252. I notice that your local form of contract is to be signed by the owner only where the lower rate is paid?—If a man does not sign, his cattle go at the ordinary rate, and there is no contract.

52253. If he pays the insurance rate he signs nothing?—No.

52254. It is unnecessary to go into any scrutiny of this formidable list of exemptions in the form, because the signatory contracts to take upon himself the entire risk of transit?—Yes.

52255. I notice, however, that the form to be used by the railway company is intended to be signed in either case?—One of the things laid down in contract No. 1 is that it is hereby agreed between the undersigned and the second-to company that the animals named on the other side are to be conveyed without any condition limiting the legal liability of the company. There is no hint in signing that.

52256. But the fact that the sender has to sign in either case brings the nature and working of the system more directly to his notice?—It does.

52257. It has that advantage?—People know so well that if they do not sign the contracts the cattle are sent at the company's risk, that no trouble arises.

52258. We so often hear about things well known, which, when scrutinized, are found to be only indifferently known, that everything which tends to make a thing really known has its value?—I see no objection to it.

52259. Nobody can say in connection with this form drawn up by Lord Justice (now Lord Chancellor) Walker that it leaves the reader ignorant of the conditions?—I do not think so.

52260. What was the original intention of the clause in the Act of 1871?—The original intention was, I believe, that those railway companies who did not own steamers should get some benefit, and would be put in the same position as an ordinary shipowner.

52261. What would have been the advantage to them if they had obtained such a clause?—I suppose they would have been free from all liability. But the matter has worked thus. If Mr. Aspinall owns steamers, and one of his steamers is lost, but no life is lost, all he has to do is to pay £3 a ton into court, and that settles the liability.

52262. That was in the Act of 1863?—Yes. But the Act of 1871 works in this way. If a dozen railway companies had goods or animals on board the steamer, each of them would be liable up to £3 a ton; and the effect is to make the liability far greater when

two or three railway companies are using the steamer than when there is only one using it.

52263. But the railway companies generally know very well what they want, and I suppose their intention in connection with the Act of 1871 was to extinguish altogether this liability?—No; the liability did not exist before that.

52264. What did they intend?—They were trying to make themselves too safe. The noble lord was an exceedingly sharp old gentleman, and he saw the intention, and quickly altered the clause.

52265. Lord Bessborough well deserved your designation of him. Nothing was known about the alteration?—I do not think anyone took the trouble to look at the Act. People did not know it was altered. I remember the expression used on discovering the alteration, "We learn with dismay." The Board of Trade had agreed to put in this clause, and the alteration was made quietly at the end of the session.

52266. Your remarks illustrate the unobtrusiveness manner in which the House of Lords sometimes deals with important clauses?—Yes.

52267. And it was the House of Lords itself that finally decided the much-contested meaning of the clause?—Yes.

52268. The first court decided in favour of the owner, the Appeal Court for the railway company, and the House of Lords for the owner?—Yes. I understand that they wished to carry out what Lord Bessborough wanted. Mr. Benjamin, Q.C., advised the cattle dealer in the Irish court to go on.

52269. Suppose the railway companies had their way while the bill was going through, what would have been the consequence?—The railway companies would have been liable for nothing at sea, unless they owned the steamer.

52270. What would have been the position of the steamship company and the public?—My impression is that the result would have been the same. It is incredible that a railway company, not owning a steamer, and competing with a company owning a steamer, would not have taken the same liability. We are perfectly free at this moment to say that we shall not take any liability, but we do take the liability.

52271. Whatever might have happened, we know what did happen; and that is, as I understand you, that if a railway company books cattle from an interior station to a point across the Channel, the company is liable at law for the damage which occurs at sea?—As if the ship belonged to the company.

52272. Therefore, it is very plain that a false impression has been given to some of us at any rate by the evidence; because we thought that the companies were acting benevolently towards you in taking all this trouble, whereas they are really protecting themselves?—Of course. You get these contracts signed, if you want the animals to go at owner's risk. The railway company are in a rather better condition with us, because we act for them, and pay the claims if the damage happens at sea.

52273. Yes; you are a very well-known company; but there are steamers of different classes, and it does not always follow that the steamship company would relieve the railway company?—But I think the railway companies, ever since then, took care to make arrangements with the steamship companies to recompense them for loss. I do not think they book by a steamship company which does not undertake to indemnify them in the case of loss.

52274. Who suggested alteration in a form of contract drawn by such a high authority?—It was suggested by some of the railway companies. I do not think they understood the law.

52275. Did they want to collect the insurance and get rid of the liability?—I think what they wanted was, instead of having an owner's risk the whole way, to have it refer only to the sea journey. Under the present decision of the Courts that cannot be. They must take the common-law liability the whole way.

52276. You are a high authority; but I must say the impression conveyed to me by the course of the evidence here, given by the special societies in connection with the trade, is that a good deal of dissatisfaction is felt with the operation of the present system of insurance?—So far as I know, I do not see any reason for it except that they would like to have one rate.

52277. One important witness said that the real object was what would be your object also: to limit the amount of actual damage; to induce greater care; to have the traffic carried on more safely?—I do not

Nov. 11, 1908

Mr. Edward Watson, J.P.,  
Birmingham  
Director  
City of  
Birmingham  
Steamship  
Company  
See Insurance  
of Live stock—  
cows.  
The alteration  
of the clause  
in the Act of  
1871 by the  
House of  
Lords

Had the clause  
been accepted  
the railway  
companies  
would have  
been liable  
for nothing at  
sea unless they  
owned the  
steamer.

The position  
of the steam-  
ship companies  
is a separate  
liability.

The alleged  
dissatisfaction  
with the  
operation of  
the present  
system of  
insurance.

Nov. 12, 1903.

Mr. Edward  
Watson, J.P.,  
Managing  
Director,  
City of  
Dublin  
Steamship  
Company.

See insurance  
of the stock-  
on.

More risk on a  
railway than at sea.

The proportion  
of loss to cattle  
traffic receipts  
very small.

No insurance  
company need  
carry on  
business with  
any governing  
agency in the  
prospect of  
loss of ships.

Impressio  
nability of  
receiving better  
insurance rates  
for live stock.

The C. of  
D. & P. Co.'s  
ships insured  
at Lloyd's.

The charge  
made for  
insurance by  
the Ocean Co.

The question  
of insurance as  
affected by the  
loss of a ship.

think there is anything in that. I speak for my own company. Anyone who has to deal with the cattle trade, whether the animals are loaded at owner's risk or at company's risk, will take the same care. No sensible person likes to discharge a customer.

52277. The loss of a ship in cross-Channel traffic is very rare?—Very rare.

52278. And the percentage of damage?—Is extra ordinarily small.

52279. Does the loss in the Channel differ substantially from the loss on the railways?—It is very small.

52280. The percentage would be about the same in the Channel as on the railways?—I should think it was more on the railways. There is more risk on a railway than at sea.

52281. Then Mr. Seale, of the Great Southern Railway, said that his company paid £20 a year in respect of a total cattle traffic receipt of £150,000?—I am not responsible for the statement.\*

52282. Is the proportion of loss to your cattle traffic receipts very small?—It is small.

52283. Are you able to say from your experience that the actual damage incurred and paid for is so minute a fraction of the receipts that a very moderate rate of insurance, generally applied, would indemnify you, or any carrying company, against the actual damage?—I do not think so. Our insurers have complained several times, when a loss has arisen, as it did some years ago, owing to a collision in the Mersey. A vessel was beached, a great many cattle were lost, and the insurance companies did not make much money that year.

52284. The loss of a ship is a rare thing?—The ship was not lost.

52285. No insurance company need carry on business with any governing regard to the prospect of loss of ships?—I do not think so.

52286. No business carried on day by day, and year by year, would have its rates measured by the speculation that the losses of ships would be much greater in the future than a wide experience had shown them to be in the past?—But there might be very heavy loss without the ship being lost. I have known cases.

52287. I admit what you say where the question of the loss of a ship comes in, but the loss of a ship is so rare that it need not form the governing element in measuring insurance rates?—I do not agree with you. From actual experience, I think the insurance rate is fixed at a sum which will yield not a very large profit to the insurer.

52288. You know very well the mammoth investments of the insurance companies. They do not know what to do with their money. And, if there is any business that will admit of a great reduction of rates, it is the insurance business. Suppose the records of the Channel traffic for 50 years showed a certain number of wrecks, or a certain loss per annum, do not you think that record might be taken as a basis for measuring risks in the future?—That is rather for the underwriters than for me to answer. My experience is that we cannot get the insurance done more cheaply.

52289. But pressure does a great deal; systematic pressure?—I would not go to an insurance company and say, "Unless you reduce the rate to 6d., we will be our own insurers"; I should not care to take the risk myself.

52290. Lord Pirrie.—Do you insure with a company, or at Lloyd's?—We insure with a company, but we insure our ships at Lloyd's.

52291. Mr. Seale.—For loss than 1 per cent. the Ocean Company will insure against all visible damage from the beginning to the end of the journey?—Then why don't traders take out policies with the Ocean?

52292. I suppose they wish to do their business in one transaction. Take the general risks, apart from loss of ships. I submit to you that in proportion as you increase the number of cattle insured you provide a revenue more in excess of the standing expenses, or of the probable risks, than you would have if a smaller number of cattle were insured?—I do not see that. Take the case of fire insurance. Suppose the insurance company say, "Our rate is 2s. per cent.", surely they will not insure ten houses at a bonus for a lower rate than they would charge for one?

52293. No; but while in the case of the loss of a ship you do not diminish the proportion of risk by increasing the number of animals on board, still, in the face of practical knowledge and experience, there is no doubt, taking all the ships that cross the

Channel in a year, that if you insure, say, not 1 of the animals covered, but 50 per cent., it is evident that the percentage of casual risk is very much smaller in proportion for 50 per cent. than it may be very small, but I do not follow that. Suppose the loss of the ship did occur.

52294. Not the loss?—You are leaving that aside, but I have no hesitation in saying, if you ask my opinion—and my opinion on an insurance question is not worth much—I believe that if the loss of a ship did occur we should not get the insurance done at the 9d. rate. I think the rate would be higher.

52295. An insurance company, measuring out its rates, would say: "There are so many total losses of ships." Then would come the second element, of general risk. The number of accidents likely to happen has a certain limit in practice?—I suppose so.

52296. Therefore, if all or half of the cattle are insured, the percentage of risk is less than it would be if only a small number were insured?—I do not think the insurance company would take that view. I think in a case of this kind, the best test is, why don't they do it?

52297. To whom do you refer?—I assume that your contention is quite correct. Why don't the insurance company come forward, and say, "If a larger number of cattle is insured we will do it cheaper?"

52298. I think these reforms are accomplished in the manner we are now adopting. The subject is discussed, the merits are threshed out, and things become apparent that before were cloudy. We may find an insurance company saying: "If there is a prospect of expanded business, we are willing to do it at a lower rate?"—I speak from experience, and I say that the insurance companies have complained that the rate on cattle is not high enough.

52299. When you compare the relation between the premium and the value with the actual damage, according to your own evidence, are not you in a position to contradict that view?—No; I do not think so. We have been carrying on this system for many years. We at one time took the risk ourselves, then we decided to put it into the hands of an insurance company. You ask me "Do you prefer letting the insurance company take the risk to taking it yourself?" I say I prefer the insurance company to take it.

52300. Very naturally?—I may be quite wrong, but the best proof I can give you is this. If you are right we should make money by taking the insurance ourselves; but I do not think we should.

52301. That is a new argument, I think, because your volume of business is limited; and it might well happen that a proportion of insurance necessary to save you in that relatively small volume of business would not be necessary for a company which had a wider field of business at its disposal?—We are one of the largest exporters from Ireland.

52302. But suppose the company had a dozen different sources of business. I realise what you say—some people wish to prevent the transport of another man's cattle at a lower rate than they pay. At the same time, considering that the present system of insurance provides only up to the amount prescribed in the statute?—But the railway company is obliged to take the higher liability.

52303. For the 9d.?—Not for the 9d. 52304. At stated rates?—At stated rates. We do it for one penny in the pound more. A man brings a valuable beast worth, say, £25; he pays a penny in the pound on the difference.

52305. You increase the rate?—Yes.

52306. It appears to me that what is wanted by some traders, who sincerely desire a better system of insurance, is that the full visible damage from the beginning of the journey to the end shall be insured against. Is not that a question of the due proportion between the premium and the risk?—I think people are a little puzzled about that. That is insured against.

52307. No?—If a man's animal at an English station is damaged he will claim for it, and, as a matter of fact, the railway company are under the full liability and they have to pay.

52308. Up to the amount provided by the statute?—Yes.

52309. If there are many animals of greater value?—Then the value must be declared, and the railway company are bound to insure the animals at the higher rate.

\* See amended Great Southern Report on p. 111, Q. 52857.



52302. But the traders want a fixed or proportionate rate for full value?—It would be impossible. Surely you could not expect a man to pay the same rate for an animal in respect of which he claimed £25 as for one in respect of which he claimed £15?

52310. No; the value would have to be declared?—That could not be the same rate.

52311. But there ought to be a percentage rate proportionate to value?—That is what it is supposed to be. It would not be a legal contract if an exorbitant rate was charged for difference in value. It must be a reasonable rate.

52312. It must be a reasonable rate; but a stated percentage, or proportion, such as the Ocean rate, would greatly simplify the matter of insurance against actual full damage during the whole of the transit?—No doubt if cattle were compulsorily insured the people who now insure them would get an advantage, and those who do not would lose.

52313. But suppose that by the adoption of a better system there were a more general resort to the practice of insurance and a consequent allowance of lower rates, the difference between those insured and those not insured would be no longer material?—I think the non-insurers would not like that. The difference being 5d., suppose it was reduced to 5d. the man who insured his cattle would get the benefit of 4d. on every head, and the man who did not insure would lose 5d.

52314. Each would do as he wished. I am speaking of an optional system?—That is what we have.

52315. But an optional system, with a more general resort to insurance, would not leave a material difference between the insurer and the non-insurer?—I am not disputing that, if you have your information from an insurance company you may be perfectly right.

52316. I have no doubt whatever, from what I have heard from you and others, as to the amount of damage actually incurred year by year, that very such lower rates might be charged and a splendid profit obtained?—You may be right, I have no knowledge of that.

52317. Upon the general case, just one question. I observe you have taken note of the absence of the professional element from Irish Boards of Railway Directors?—I think I said something about it. I understood that I was to be questioned to-day about only one subject. I am in the hands of the Chairman. I should like to be perfectly clear, and I think I ought to say that I was last week asked by one of the railway people whether I was going to give any evidence about them, and I said, "I have been asked to give evidence on only the one subject of cattle rates and insurance;" and I said, "I shall not answer another question unless I am pressed."

52318. I shall not press you as all if you have any objection, but I think it is a question that you will have no difficulty in answering. You said, I think, that there was an absence of the professional element from Irish Boards of Railway Directors, and that, for example, it is a rare occurrence in Ireland to see, what often happens in England, a General Manager promoted to be a member of the Board?—That is quite true.

52319. The efficiency of railway management depends upon the professional experts, does it not?—I think it does.

52319a. And they would be at the service of any system that might be substituted in Ireland for the present system?—Certainly.

52320. Colonel Haicheckon Peet.—You told us of the extent to which the insurance rate on cattle traffic carried by your steamers affects the dealer?—Yes.

52320a. Are you in a position to say whether the insurance rate on cattle carried by other independent lines of steamers from Dublin, Cork, Waterford and other ports works out at a higher rate than in your particular case?—I think the percentage is very low. I cannot give evidence about the percentage on other lines.

52321. And you have no information at your disposal that would enable us to judge?—No. I believe you can get the information from the Board of Agriculture. I think they have returns. Every company is now obliged to send in every month a return of casualties. So the information is to be had. All the companies, members of the Conference, adopt the same system.

52322. But other independent companies outside the Conference are at liberty to do as they like?—I think the principal lines are in the Conference.

52323. Lord Pirrie.—Mr. Scroten told you that Mr. Neale said that he had earned £150,000 worth of freight, and that the claims paid cost him £40? You said there was less damage at sea than by rail. Would it not pay the companies to do away with all the friction that exists and to do the insurance at one rate of 25 per cent?—I am not in a position to make any inference from Mr. Neale's figures. I only give my own figures. He seems to me to be a very small sum, and I should like to look further into it.

52324. Next, you consider that the steamship companies carry with less risk and less damage than a railway. That being the case, I take the £40 mentioned by Mr. Neale, and I assume that your figure would be £25 or £30. If it is only £30 in £150,000, would it not be highly advantageous to do away with all this trouble that exists and to carry the animals at the railway companies' or the steamship companies' rates?—I have not yet seen the official evidence. But I should like to look into that figure of £40.

52325. But you consider that that would be a wise policy, do you not?—I do not think that figure of £40 can be right.

52326. Mr. Scroten.—But it is the figure he gives; and he said that they paid £5,000 a year for goods. The goods freight came to £500,000, which is four times the cattle freight?—Yes.

52327. Colonel Haicheckon Peet.—What claims have you had to meet in the last year?—I cannot possibly tell you that offhand.

52328. Approximately?—Not even approximately. As to the £40, I know the number of claims, and I think it is very remarkable if the Great Southern and Western have got off for £40.

52329. May I suggest that you be kind enough to give us information as to the actual number of claims paid by your company within, say, an average of five years, or for last year?—Claims that are not payable are sometimes paid on policy grounds.

Nov. 12, 1905.

Mr. Edward Watson, J.P., Managing Director, City of Dublin Steampacket Company.

See statement of this stock.—see.

The extent to which the insurance rate on cattle traffic affects the dealer.

Every company obliged to send in a monthly return of casualties.

The value of cattle traffic carried by G. S. & W. Co. and the amount paid in claims.

Less damage at sea than by rail.

Questions as to the actual number of claims paid by G. S. & W. Co.

The Rev. J. O. Digges, M.A., Director, Cavan and Leitrim Railway Company. Promotes of the line.

Proposed scheme.

The Rev. J. O. Digges, M.A., Director, Cavan and Leitrim Railway Company, examined by the CHAIRMAN.

52330. You are a director of the Cavan and Leitrim Railway Company?—Yes.

52331. How long have you been a director?—For sixteen years.

52332. You have read the evidence already given with reference to that railway?—I have read carefully every word of it.

52333. And I see that you have tabulated the heads of the evidence given by the previous witnesses?—Yes.

52334. I will take you through those subjects in the order in which you have mentioned them. First, just give us, in your own words and as shortly as you can, the actual facts relating to the inception of the company, and the liability of the ratepayers?—I have the information in my pocket. The line was constructed under the Townways and Public Companies (Ireland) Act of 1885 to provide railway accommodation for a poor and badly-served tract of country

in County Leitrim and part of the neighbouring county of Cavan. Meetings were held of the large ratepayers and local residents, and they resolved to take advantage of the recently passed Act, and it was finally decided that a company should be formed to construct a line of light railway from Beltnahbet, a station on the Great Northern Railway, through Ballinacorney to Drogheda, on the Midland Great Western Railway, and to go on with a line of tramway from Ballinacorney through Drinaham to Boyle, in the County Roscommon, passing through Arigna, where coal and iron and other minerals were known to exist, and had been intermittently worked in past times.

52335. Lord Pirrie.—While that was being done was there any other railway contemplated?—Yes. At the time of the incorporation of this company another company was formed to construct a connecting line from Drogheda through Strokestown to Roscommon.

\* See amended Great Southern Report on page 111, Q. 51677.

Nov. 12, 1884.

The Rev. J. G. Higgins, M.A.,  
Director,  
Cavan  
and Leitrim  
Railway  
Company.

The proposed  
line from  
Droghda to  
Roscommon.

Working  
arrangements  
made with  
C. & L. Co.

Failure to  
carry out this  
arrangement.

Rate of  
expropriation of  
the Cavan,  
Leitrim, and  
Roscommon  
Railway, and  
number of  
directors.

Guarantee  
given by the  
Grand Jurors  
of Cavan and  
Leitrim.

The first Board  
of Directors  
appointed  
before the issue  
of the Order  
in Council.

The total  
amount of  
capital guaranteed  
and the amount loaned,  
Representation of  
the ratepayers on the  
Board of  
Directors.

The appointment  
of  
Resident  
Engineers.

The contract for  
the construction  
of the line  
(single).

Equipment  
and cost of  
construction.

Days of  
opening.

This would have carried the line into a most important textile district, and working arrangements were accordingly made with the Cavan and Leitrim Company to work that line.

52335. How did that arrangement fail to be carried out?—Mr. James Ormsby Lawder (who was the first of the hostile witnesses to appear before this Commission, and who had had considerable experience of light railway construction in India) displayed a remarkable interest in this scheme, and became honorary secretary, with his brother, Mr. Charles Lawder, as a paid assistant. Mr. James Barton, of Dundalk, was appointed engineer. On 2nd December, 1883, the Cavan, Leitrim, and Roscommon Light Railway and Tramway Company was registered, with five directors.

52337. Local directors?—All local—the Earl of Kingston was chairman, and the other directors were the Ven. Archbishop Hunt, Brigadier-General S. H. Roe, Mr. Charles Lawder, and Mr. F. C. Coffey.

52338. They were all people in whom you had confidence?—I assume that there must have been a certain amount of confidence in them when they were appointed directors. Then, at the Spring Assizes of 1884 presentments were made by the Grand Jurors of Cavan and Leitrim authorising the construction of the proposed line. The Grand Jury of Leitrim gave a guarantee of 5 per cent. on a sum of £154,000, and the Grand Jury of Cavan a like guarantee on a sum of £48,000, two-fifths of the said guarantees being repayable by the Treasury to the Grand Jurors.

52339. Were those presentments confirmed by the Privy Council?—By Order in Council dated 28th July, 1884, which authorised the construction of the proposed line of railway, with a gauge of three feet.

52340. Mr. Sexton.—Was the first Board of Directors elected before the Order in Council was issued?—Yes; the Board was appointed on the 3rd December, 1883.

52341. Colonel Hatcher's Pic.—While the counties guaranteed 5 per cent. on that capital, as a matter of fact the sums for which they were liable were considerably reduced; that amount of capital was not issued, was it?—It was not.

52342. What was the amount of the guarantee. That capital represents £180,000, while only £154,000 was issued?—That capital represents £202,000, and £180,000 was actually issued. It was further provided by the Order in Council that the ratepayers in the guaranteeing area should be represented by six members on the Board of Directors of the company—namely, four for County Leitrim and two for County Cavan, and that each barony in the guaranteeing area should have the power of appointing an auditor to make an annual report to the Grand Jury and the Treasury on the accounts of the preceding year.

52343. Lord Pirrie.—Have they done that, or did they do it at that time?—I propose to deal with that under the heading of "Financial Auditors." In July, 1884, the directors agreed to allow Mr. James Ormsby Lawder, the then loc. secretary, who all along had been the moving spirit of the undertaking, to be associated with Mr. Barton as engineer-in-charge of the line. On July 3rd, 1885, a contract was made with Messrs. Collier Brothers, of Pochowdown, for the construction of the line. The country through which the line was made was a difficult one, owing to the boggy nature of much of the ground, and the number of small lakes to be avoided. This, the Board were advised, necessitated a number of very sharp curves and steep gradients, some of the latter approximating to 1 in 30.

52344. Was it a single line all through?—A single line throughout, with 45 lb. rails, and equipped with 8 engines, 12 passenger carriages, and 115 goods and cattle wagons. The entire line was built and equipped at an expenditure of £4,142 per mile. The main line was opened for traffic in October, 1885, and the branchways shortly after. For the first year the upkeep of the line was in the hands of the contractors; and in October, 1886, Mr. James Ormsby Lawder was appointed resident engineer to the company at a salary of £250 per annum. The Provisional Committee, like the guaranteeing ratepayers, had been led by the engineer, Mr. James Ormsby Lawder, to expect that shortly after the opening of the line they would be able to earn 25 per mile per week, and that the line might be worked for 50 per cent. of its gross receipts. That was one of his most confident statements when

endeavouring to persuade the ratepayers to guarantee the railway.

52345. Mr. Sexton.—How do you attribute that statement personally to Mr. Lawder?—I show further down in my proof that Mr. Lawder made speeches to the ratepayers, of which I have reports here, and also published a pamphlet, which estimated receipts of 25 per mile per week, and expenses 50 per cent.

52346. But the pamphlet or statement circulated was one of the means by which the promoters appealed to public opinion, and obtained the necessary sanction for the line?—That was not so. So far as we can discern the promoters were not responsible for the pamphlet.

52347. Lord Pirrie.—The promoters were not?—Not so far as we can trace. There is in the Minute Book to entry whatever authorising its publication.

52348. Mr. Sexton.—No; but the pamphlet was distributed broadcast. Did any of the Provisional Committee ever disown it?—I am not aware that any of the Provisional Committee did, I am not prepared to say that.

52349. Lord Pirrie.—But you are prepared to say that the Provisional Committee did not circulate those pamphlets and did not pay for the publication of them?—That is my belief based upon an examination of all the documents connected with the case. I will make further inquiries as to the payment.

52350. Mr. Sexton.—The statement circulated throughout the district at the time when the promoters were making speeches, and circulated as a part of the propaganda, stated that the working expenses might be fairly estimated at 50 per cent. of the gross receipts.—That is in the pamphlet. The manner in which that estimate was arrived at may be interesting to the Commission in view of the evidence Mr. James Ormsby Lawder tendered here. In the company's Minute Book of the time as a cutting from the Leitrim Advertiser of September 20th, 1885, evidently pasted into the Minute Book by Mr. James Ormsby Lawder himself, and reporting a speech of Mr. James Ormsby Lawder's at a meeting in Mohill in that month, in which he is reported as having assured the ratepayers that "lines of railway had been made at £10,000 a mile and had paid 2 per cent., and that if they got a light railway made at £8,000 a mile then it would pay 4 per cent." He also declared "the ratepayers will never be called on to pay a penny."

52351. Lord Pirrie.—All those were suppositions?—I think so, imaginings.

52352. Mr. Sexton.—A very elaborate tabular statement was circulated without dissent at the time amongst the ratepayers putting the limit for Cavan at 12d. in the £, and for Leitrim at 1d.—May I see that? (document Assented). I assume that is an extract from the pamphlet I have the pamphlet here. However, it is only fair to say that although Mr. Lawder's estimate was never verified there had been an arrangement already made with certain County Roscommon promoters that the line would be extended to the important traffic centre of Boyle on the one hand, and also from Droghda through Sheshstown to Roscommon on the other. Unfortunately the Grand Jury of Roscommon threw out the portion of the Cavan and Leitrim Railway scheme extending from Arigna to Boyle, and the line from Droghda to Roscommon, promoted by an independent company, although it passed the Grand Jury, was thrown out by the Privy Council owing to the fact that that scheme excluded the shareholders from representatives on the Board of Directors.

52353. They wanted to have none but ratepayers' Directors?—None but ratepayers' Directors. The original estimates were never realised, and a heavy call had to be made every year on the guarantee to provide the dividend. For the year 1889 the earnings per mile per week were only £2 12s. 8d., and were manifestly not meet the expenditure. As soon as it was seen that these hopes were not possible of realisation efforts were made by the Board to reduce the expenditure. The Directors resolved not to accept the best to which they were entitled, and as one of the heaviest items of expenditure was the high price that had to be paid for English or Welsh coal, some of the Directors formed a small company to open a coal mine near Augus and try to provide the railway with cheaper fuel.

52354. Lord Pirrie.—That was with the intention of giving a cheap coal?—Of giving a cheap coal. Small quantities of coal were occasionally obtainable from some of the local producers, but it was of very

\* See Appendix I, Vol. III.

inferior quality, and some of it quite unusable. The Arigna Company, however, struck upon a better vein, and in May, 1850, upon a careful comparison being made between their coal and Welsh coal, it was found that the Arigna Company's coal could be used with much greater economy; experiments made by the Locomotive Superintendent showing that 15s 6d worth of this coal gave equal steam power with 2s 9d worth of Welsh coal. At that time Welsh coal cost the railway company 8s. 9d. per ton, while Arigna coal cost only 13s 6d., delivered in both cases at the loco works, Ballinamore.

52355 Mr. Sexton.—Each lot was a ton<sup>1</sup>. But in point of money the advantage was with the Arigna coal.

52356 Lord Pirrie.—I understood you to say that the Irish coal was as good as the Welsh, and cost less.—Per ton the Irish coal gives us a larger quantity of steam than the Welsh coal.

52357 Speaking of money, you say it is better to buy the Irish coal at 13s 6d. than the Welsh coal at 2s 9d ½.—Provided that the steam produced was the same it would still be to our advantage; but in addition to that, each ton of Irish coal gives from 15 to 25 per cent more steam, we calculate, than the Welsh coal.

52358 Mr. Sexton.—You have just referred to quality; do you say that the quality of the Arigna Company's coal is materially better than that of any coal from other pits in that district?—Yes; because the Arigna Co. have got down to a better quality of coal. There is only one other possible pit in the district; it belongs to a man whose capital is very small, and he has not yet been able to reach the good coal.

52359 Lord Pirrie.—If such is the quality of the Arigna coal why is it not used by other railways?—That will be dealt with in my evidence when we come to speak of the abortive attempt to extend our railway.

52360 But when you say that you get more steam out of your coal it would pay us to get it to Liverpool for the Atlantic line?—Or for the British Navy.

52361 Mr. Sexton.—That was an experiment made in 1850; and do you say that the subsequent experience of 18 years has confirmed that estimate of the relative steam power?—We do.

52362 Have you any actual costs to hand in later?—Yes; we can give you the analysis of the coal at Arigna. The Board of Directors proceeding to effect economies in the engineering department also, Mr. James Ormsby Lawrence, whose salary was £250 a

year resigned, and Mr J. F. Maxwell, C.E., an experienced railway engineer, was appointed at £150 a year. The Directors further decided to transfer the offices of the Secretary and Accountant from Dublin to Ballinamore. But, on the matter being looked further into, it was found that that would not be a saving, but rather an increase of expense, and that the balance of convenience also was largely in favour of the offices being retained in Dublin, which was accordingly done. This arrangement continues; and to the present date no objection to the retention of the offices in Dublin has ever been made by any Director representing the ratepayers.

52363 Mr. Sexton.—You say that two establishments are cheaper than one?—No; we do not. We say that it is more economical for us to have our Audit and Secretarial staff located in the very economical offices we have in Dublin.

52364 Lord Pirrie.—In that case would it not be cheaper to come to London at once. Then you would not have to pay additional expenses for Parliamentary Bills, and so forth?—We do not have any Parliamentary Bills to speak of. In Dublin we are in close relationship or touch with the two great railways between which we form a connecting link. If we were in London we should be in touch with railways with which we do practically no business.

52365 Have you a double set of books?—No. The Secretarial and Audit books are in Dublin.

52366 Your manager?—Lives on the line at Ballinamore.

52367 The Directors, you said, were all local?—I said that the five original directors whose names I have already given were all local directors.

52368 And they have to travel up and down to Dublin for Board meetings?—Not necessarily; because some of them are dead and they do not travel at all.

52369 Mr. Sexton.—Your evidence does, I think, amount in effect to the expression of an opinion, or view, that in the circumstances the two establishments are cheaper than one would be?—In the circumstances we find they are cheaper.

52370 Lord Pirrie.—For the reason that the central establishment in Dublin being the centre of traffic generally is more convenient?—We have two objects convenience and economy.

52371 Colonel Hutchinson, P.C.—What is the outlay on your local office?—£40 a year. All that will be dealt with further on under the heading of "The retention of offices in Dublin."

Nov. 12, 1898.

The Rev. J. O. Digges, M.A., Director, Cavan and Leitrim Railway Company.

Representative of the Resident Engineer.

Appointment of a successor at a reduced salary.

The location of the Secretary's and Accountant's offices in Dublin.

Not objected to by any of the ratepayers' Directors.

Advantages and objects of having these offices in Dublin.

Annual expenditure as the local office.

The Commission adjourned till the following morning at 11 o'clock.

## EIGHTY-SEVENTH PUBLIC SITTING.—FRIDAY, NOVEMBER 13TH, 1908.

In the Board Room of the Lancashire and Yorkshire Railway Office, Westminster, London.

Commissioners present:—Sir CHARLES SCOTTER, BART. (Chairman); Right Hon. Lord FERRIS, P.C., K.P.; Sir HERBERT JESVILL, K.C.M.G.; Colonel WILLIAM HUTCHINSON FOR, C.B.; Mr. THOMAS SEXTON; and Mr. JOHN AUDLEY FREDERICK ASPINALL.

Mr. GEORGE F. SILANAHAN (Secretary).

Rev. J. G. DIGGES M.A., Director, Cavan and Leitrim Railway Company, examination continued by the CHAIRMAN.

Nov. 13, 1908.

The Rev. J. G. Digges, M.A., Director, Cavan and Leitrim Railway Company.

Relations between the Cavan and Leitrim Railway and the Arigna Mining Company.

Prices paid for coal previous to the working of that company.

The subscribed capital of the railway company. Date of starting of the company, and the profits made for coal.

The price to the railway company for the public.

Involvement of the mining company, and offer of the property to a creditor in discharge of a debt.

The traffic manager of the railway became secretary to the mining company without salary.

52371. I think when we adjourned yesterday you were just about to tell us of the relations between the Cavan and Leitrim Railway and the Arigna Mining Company. I must ask you to be kind enough to be as short as you possibly can in giving the history of this arrangement—I don't think it necessary to go through your entire record.

52372. All the facts are familiar to you. Could not you tell us in your own words without looking at your paper?—I should not like to bind myself to dates and prices. A very important consideration with respect to the connection between the railway company and the mining company is the consideration of the price and value of coal. Before the mining company was started, that is in 1880, the railway company was paying 22s. 6d. for their coal, and the line was showing a serious loss on the working. Then the Arigna Mining Company was started by some of the directors of the railway, over £5,000 was the subscribed capital, and by December of the same year the coal was being raised in salable quantities. The price was fixed at 10s. to the railway and 10s. 6d. or 11s. to the general public on rail at Arigna—that is a drop of 10s. 6d. At that time, Mr. James Oswald Lawder, who was the first of our hostile witnesses, was the managing director of the mines and the engineer of the railway.

52373. He was engineer of the railway as well?—Yes; that is very important because this gentleman, Mr. Lawder, who objected to the dual position held by our present manager, was himself, when he was connected with the railway and the mines, paid £370 a year as managing director of the mining company, and he also held the position of engineer to the railway company at £250 a year.

52374. Go on with your story. The price of coal per ton to the railway company was advanced after that period?—Yes. It fell first from 22s. 6d. for Wex to 10s. for Arigna coal, and then, because it did not pay at that price, it was raised to 10s. 6d. for Arigna coal.

52375. Am I right in saying that the rate to the railway company was less than the rate to the general public, that is 10s. in the one case, and 10s. 6d. and 11s. to the public?—Yes. The mining company under Mr. Lawder's management never paid its way, and in the March of 1890 Mr. Lawder himself raised the price of coal to 20s. a ton to the railway. The mining company, about which the Commission heard so much, became insolvent, and was offered to one of the creditors in discharge of a debt of £80.

52376. Do I understand that the whole mining estate was offered for that debt?—Everything associated with the mines was offered to a creditor to discharge his debt of £80. The royalty and the managing director's salary could not be paid. Mr. Lawder resigned, and I now come to the point that I am anxious to call attention to—Mr. McAfee, who was the traffic manager of the railway company, volunteered to act as secretary to the mining company without any salary, to see if he could improve matters and get coal out at cheap rates for the railway company; and he did that, and has been extremely successful. He pulled down the price immediately from 20s. to 12s., and Mr. Lawder resigned his seat on the Board. Then it was dropped

again to 14s. In April, 1892, it was further reduced to 12s. 6d. and in October, 1893, to 13s.

52377. What is the result now to the mining company of those alterations?—The mining company has never been a huge financial success. I suppose that is due to the fact that they don't charge all they might or try to get a very high price for their coal.

52378. In what year was the first dividend declared on the mine?—In 1892 they paid a first dividend of 5 per cent. There was a serious strike in 1900 that lasted for three months; and though the Arigna Mining Company had a strike clause in their contract, they never took advantage of the strike clause. They purchased expensive coal at 22s. 30d. a ton, and supplied it at the contract price of 16s.

52379. Mr. Sexton.—Have there been many strikes?—A good many strikes, and not until the 21st of February, 1908, did the Arigna Company ever take advantage of the strike clause in their contract.

52380. They never broke the contract?—They never broke the contract.

52381. Chairman.—To the railway company?—Yes, the contract to supply the railway at 14s. per ton.

52382. And they continued that notwithstanding the strike?—They continued that, and notwithstanding the fact that they had a strike clause.

52383. Mr. Sexton.—Up to the present time?—Until this year (for the first time in the history of the connection of the two companies), the strike clause was never put into force.

52384. What was the effect this year?—The effect was that the strike very speedily came to an end, because the ratenayers were increased.

52385. Meanwhile the railway company, instead of paying the contract price, paid what price?—They paid up to 22s. 30d.

52386. Instead of paying 16s. 8d. i.—Yes. That of course meant so much additional expense to the ratenayers, and some of the representative ratenayers came in and got the strike terminated, so that putting the clause into force was satisfactory on that occasion.

52387. How long did the strike last this year?—Fourteen weeks.

52388. Colonel Hutchinson P.C.—Then, down to recently, the mine was worked really for the benefit of the railway company?—Yes. Reference may be made to the fact, in the year 1892, the Arigna Mining Company bore the expense of ballasting the station paid at Arigna, which really was a railway charge. I would like to call attention to the fact that in December, 1900, the question of the connection and working arrangements between the two companies was raised by one of the shareholders' directors on the railway board, and a sub-committee, not connected with the Arigna Mining Company, was appointed to confer with a committee of the board of the latter company. This railway committee consisted of the Rev. J. G. Digges, Mr. R. H. Johnston, P.C., and Dr. P. Mulcahy—Dr. Mulcahy and Mr. Johnston being then ratenayers' directors. It was agreed by this joint committee, and subsequently ratified by their respective boards, that the Arigna Company should pay half the wages of the staff at Arigna Station; that they should pay £20 a year rent to the

railway company for office accommodation for one clerk at Ballinamore, and £5 per annum in respect of the Dublin Office, together with a lump sum of £50 to cover past use of offices; and further, that they should pay a sum of £50 a year to the railway company in respect of the traffic manager's time as secretary of the railway company. This arrangement continues to the present date, and is believed by the board to be in the interests of the railway company, nor has any director representing the ratepayers at any time proposed its termination or modification.

**3238. Chairman.**—When was that arrangement made?—In 1902.

**3239. That was the reason of the joint committee?**—Yes.

**3240. With regard to receipts and expenses in the general management of the railway, what have you got to say?**—I wish to call attention to the fact that there have been 68 columns of printed minutes occupied with the hostile evidence against this company, and the Commission will have observed that most of the complaints and charges against the management have originated with Mr. James Ormsby Lawder, and have been reiterated by the other witnesses.

**3241. You have told us about his connection with the company?**—He told the Commission—(24344)—“since he was here that ‘originally when the line was opened he was managing director,’ and—(24350)—‘he was offered a seat on the Board, but he did not take it.’ For neither of these statements can we discover the least verification.

**3242. Mr. Sexton.**—You see there must be some misapprehension, because the statement that he was managing director is incompatible with the statement that he was offered a seat on the Board, but did not take it. Is not it apparent that he meant he was managing director of the moving company, and was offered a seat on the Board of the railway company, and did not take it?—I cannot say it is apparent. He may have meant something different from what he said. I can only deal with what he said in his evidence.

**3243. If Mr. Lawder meant he was managing director of the railway he could not mean he was offered a seat on the Board but did not take it?—The answers were distinct. He said in 24344 that ‘originally when the line was opened he was managing director,’ and twenty-four questions earlier, in 24336, he said ‘he was offered a seat on the Board, but did not take it.’ We are not able to discover the least verification for either of these statements.**

**3244. What I submit with much confidence it seems is that Mr. Lawder was managing director of the moving company?—That is so.**

**3245. But that as regards the railway he was offered a seat on the Board, and did not take it?—We dispute that altogether. There are no records in any of the company's minutes to show that he was ever offered a seat on the Board.**

**3246. Chairman.**—He might have been offered a seat on the Board privately by some influential director, of which there would be no official record?—No. There is no official record, and it is the most unlikely thing that could possibly happen, even in the West of Ireland, that he should have been invited on the Board.

**3247. Mr. Sexton.**—His brother had a seat on the Board?—Only when the company was being formed—it was very temporary.

**3248. Then it would appear very probable that he could have had a seat if he wanted it instead of his brother?—No. When he was connected with the line as engineer the difficulty of working with him was so great, and there was enormous friction between himself and the other officials and the directors, and it is inconceivable that any director could have urged him to join the Board, and it is quite certain it was not done with the sanction of the Board.**

**3249. You say he was the moving spirit. A moving spirit could have had a seat if he liked?—Yes, but he was the moving spirit, largely with the object of securing a good appointment at £270 a year, and another at £250 a year, and it was an important thing for him that the line should go through.**

**3250. Colonel Hutchinson Poy.**—After his connection with the moving company ceased in 1890 I don't

suppose he was offered a seat on the Board after that?—I don't believe he was ever offered a seat on the Board. Now I come to the question of the famous pamphlet. Mr. James Ormsby Lawder (24285-24294) stated that the Provisional Committee ‘ordered him to print’ the pamphlet, to which so many addresses have been made, and that the pamphlet declared that ‘the Provisional Committee thought that the line shortly after opening should be able to earn £5 per week per mile, and that the working expenses would come to about 56 per cent. of the gross receipts. The Rev. D. Gray (26690) adopts that estimate, having taken it probably from the pamphlet. This pamphlet, upon which so many charges against the original promoters and the present directors have been based, appears to have been composed by Mr. James Ormsby Lawder himself, and to have been published on his own authority solely. There is no record in the minutes of the promoters to show that they ordered or authorised the publication of the pamphlet.

**3251. Mr. Sexton.**—But the pamphlet was circulated widely during the whole period that the line was being considered, and was never disavowed by any member of the provisional committee?—That is easily explained. All the members of the provisional committee still alive assure me that it was never brought before them, and that the issue of this pamphlet never had their authority.

**3252. Chairman.**—They must all have been aware of it?—I don't think we can possibly say they must have been. It is quite possible they may not. Mr. Lawder, being the moving spirit up to this time, worked very largely of his own bat.

**3253. Mr. Sexton.**—The pamphlet was circulated widely, and the tabular statement of the probable results was circulated through the guaranteeing area, and, as the Chairman suggests, it is impossible to think that everybody was not aware of the pamphlet?—I can only explain my own views here and the views of the promoters whom I have consulted.

**3254. Chairman.**—You yourself knew all about it?—I knew absolutely nothing about it.

**3255. Have you a local Press?—Yes, we have.**

**3256. Did the Press refer to it?—I cannot recall that there was any reference in the Press.**

**3257. Mr. Sexton.**—What original promoters are now members of the Board?—Surgeon-General E. Roe, Mr. George F. Stewart, and, I think, Mr. Macleary, and Mr. Johnston.

**3258. Chairman.**—Just state briefly what you have further to say in reference to the pamphlet?—Had the promoters authorised the publication Mr. Lawder would have made a minute to that effect in the minute book. He was very active about entering up the minutes in the book, and there is no minute to that effect anywhere to be found. The person most interested in all the country in carrying the scheme through was Mr. James Ormsby Lawder, who obtained employment as engineer-in-chief during the construction, and afterwards at a salary of £250 per annum, with £270 per annum from the Angus Mining Company. He is chiefly responsible for the formation of the company, the construction of the line, and the guarantee by the ratepayers, and the wildest statements and most absurd estimates were put forward to induce people to undertake financial responsibility for the scheme. To one of these references has already been made, Mr. James Ormsby Lawder having assured the ratepayers that ‘they would never be called upon to pay a penny.’ In the pamphlet he actually built his estimate upon the results of the working of the Cloness to Carran, and the Coochill broad-gauge branches of the Great Northern Railway. Such comparisons, of course, were utterly fallacious.

**3259. Generally speaking, promoters are always sanguine?—Yes. He was singularly sanguine. Father Gray (26588-97) maintains that the line could be worked for 55 per cent. of the gross receipts, and that the receipts could be doubled, but adduces no evidence in support of this view. The expenses for 1907 were only 47-55 per cent. of the gross receipts, the receipts have already been raised from £6,750 in 1889 to £12,325 in 1907.**

**3260. What are the working expenses for 1907?—We have put in a table here giving the receipts and expenses from the year 1890, and comparing them with the other light railways in Ireland.**

Mar. 12, 1908.

The Rev. J. G. Duggan, M.A.,  
Director,  
Caran  
and Letham  
Railway  
Company.

The promoters of  
the Caran  
and Letham  
Railway.

The pamphlet  
issued by the  
Provisional  
Committee.

Their estimates  
of receipts and  
expenses.

No record that  
they sanctioned  
the publication of  
the pamphlet.

The original  
promoters who  
are at present  
members of the  
Board of  
Directors.

The comparison in  
the pamphlet on  
which the estimates  
were based were  
utterly  
fallacious.

Rev. Father  
Gray's estimate  
as to the  
expenditure  
and receipts.

Percentage of  
expenses to  
gross receipts  
for 1907.

The increase in  
receipts from  
1889 to 1907.

Table of  
receipts and  
expenses from  
1890 compared  
with the  
other light  
railways in  
Ireland.

Nov. 13, 1906.

The Rev. J. G. Digges, M.A.,  
Director,  
Carlin  
and Lottin  
Railway  
Company.

The receipts  
and expenditure  
for half  
year ending  
30th April,  
1907.

The increased  
prices paid for  
coal.

Increase in  
receipts and  
expenditure  
locomotive  
power.

Appreciable  
reduction in  
1906 over  
previous years.

Increase in  
third class  
passenger fares  
in 1906.

Return fares  
attributed  
consequently.

Average  
receipts and  
number of  
passengers per  
month, 1900-  
1906, compared  
with 1900-1905.

Comparison of  
the receipts  
and passengers,  
years 1900  
and 1907.

Decrease in  
passenger  
traffic, 1903-  
1907.

The fees paid  
to solicitor  
and resident  
engineer.

Average per-  
centage paid  
to the  
company's  
solicitor.

33412. Mr. Stenton.—I see by your last half-yearly report the receipts were £5,980 and the expenses were £6,972, and there was a surplus of £8 on the half year.—You. That is the worst half year we have had. It is largely due to the fact that we have had to pay an increased price for our coal. You see that a rise in coal from 14s. 2d to 25s. 6d. makes a considerable difference, and further our engines are twenty years old, and it is necessary to put in new boilers and new tubes, and these exceptional expenses are brought into the half year.

33413. The coal made a difference of £386. Am I right in saying that for the two halves of the year the financial results of your line are pretty much the same?—No.

33414. It appears so from the Board of Trade returns. In recent years the two halves differ very little?—If you look at our report No. 12, Abstract B, you will see under the heading repairs and renewals and locomotive power there is an increase of £160.

33415. Mr. Stenton.—In the year 1904 there was a small credit balance of £250 on the whole year, of which £230 was from the first half of the year, and £20 from the second; in the year 1905 there was a small credit, £100, the first half of the year showing a debit of £137 and the second half a credit of £237. Only the first half of 1906 is given in the return, and that shows a debit of £102, so that the two halves of your financial year appear to differ very little in financial results, monthly at any rate.

33416. General Hutchinson, P.C.—Your expenditure has shown an appreciable reduction in 1906 over former years?—Yes, and as compared with the other light railways, I think we show very excellent results here. In order to realise Father Gray's estimate it would be necessary practically to double the receipts without any increase in the cost of working. Mr. James Ormsby Lawder states (25435) that the passenger traffic has gone down since the line was opened, and attributes this to an increase in the fares. He is supported, in similar words, by Father Gray (25457 and 25460).

In 1895 the third class single fares, which were then only 2s. per mile, were increased to 1s., which is the usual fare on railways. At the same time return fares were instituted, and subsequently the first class fares were reduced from 2s. to 1s. In the first five years (1890-1895) the average passenger receipts were £2,459 11s. 10d., with 8,129 passengers per month, and in the last five years (1902-1906, inclusive), the average receipts were £3,587 11s. 6d., with 11,365 passengers per month, an increase of £1,128 15s. 2d. in money, and of 336 passengers per month.

33417. Mr. Stenton.—If you compare the earlier years in your first table with the last two you will find there is a considerable falling off in numbers, and if you compare the first and second year and the last you will also find there is a falling-off in money and passengers. Take the first year, 1900, and the last year, 1906?—In 1900 the number was 95,086 passengers, and the money was £2,704. In 1906 there were 97,361 passengers, and £3,682 in money.

33418. Take the number of passengers for all the years from 1900 to 1906, and you will find that in the latter of those years they have greatly declined?—If you take the years 1901, 1902, 1903, 1904, and 1905, they show a very large increase over the four preceding years.

33419. There has been a considerable decrease since?—There is a decrease, but not a considerable one. Of course, the number of passengers fluctuates on every railway.

33420. From 103,000 to 94,000 is a considerable decrease?—From 1903 to 1907. 1907 is 97,361.

33421. Chairman.—Reference was also made to the unnecessary expense of having a solicitor in Belfast and an office in Dublin?—Mr. James Ormsby Lawder (25544) complained that the company's solicitor is in Belfast, and the engineer in Kinniskillen, and that "none of the funny reasons" given for this "would hold water at all." The reasons will probably not appear to the Commission as "funny" when it is stated that the fees paid by the company to their solicitor in Belfast amounted for the past five years to an average of £1 4s. 3d. per annum, and that instead of paying a resident engineer £250 per annum, as was done in Mr. James Ormsby Lawder's case when the line was new and the traffic receipts amounted to only £7,874 per annum, the company now have the work efficiently done by a fully qualified visiting engi-

neer for £50 per annum, the line being now much more difficult to maintain, and the traffic receipts being £12,315.

33422. Well, now, I think we can pass on. There is a lot of detail here with which it is unnecessary to burden the notes. There was one complaint of a somewhat tangible character that a lot of traffic has been sent away from the line, and that no action is taken to get that traffic?—Mr. James Ormsby Lawder (24406-6) objects that "there are not enough buses," and is supported by Father Gray (25473), who says that "it is perfectly impossible to make a return journey, even for a short distance, in the one day." This is not so, as the time-table of the Midland Great Western, Great Northern, and Carlin and Lottin Railways will show, except with regard to stations on the Midland Great Western Railway east of Drogheda. That statement is absolutely inaccurate. To put on additional trains would mean a serious loss to the railway, and would not meet the requirements of the line for which special trains are run. We made a trial of a train from Drogheda to Midland in 1895, 1896, and 1897 that was to connect with the Dublin evening train and the Longford market, and the average earnings of that train were 2s. 6d. per passenger receipts for five miles. We made a trial in 1897 from Midland to Drogheda at 4 p.m. to connect with the limited mail to Dublin. We had twenty passengers for the limited mail in the whole month, and the whole receipts were £1 14s. 5d. The average was 1s. 3d. per day for twenty-seven days, and the locomotive expenses amounted to 2s. 1s., or an average of seven shillings per day. Extra trains put on always prove to be a loss which falls on the ratepayers themselves. I would like to call attention to the fact that Mr. Lawder stated here that a lot of traffic was sent away from the line, and no effort was made to get the traffic. Father Gray supports the (25455 and 25460), stating that "absolutely no effort has been made." The fact is that every possible effort has been made and is being made. The manager's chief clerk attends all cattle fairs in the vicinity of the line conveying for, and sending to deal with the traffic. Those fairs include all on the C and L system, and also the fairs at Longford, Boyle, Carrick-on-Shannon, Ballyvaughan, Ballymore, Strokestown, Killybeg, Croghan, Lottin, &c., representing an average of about three fairs a week. The increased receipts, as shown on the return of receipts (No. 2) here put in, are a sufficient reply to this charge.

33423. Mr. Stenton.—Do you know anything of diversion of traffic from the Great Northern Railway to your district; of goods being sent round by Inny Junction, or Collooney, and by the Midland Railway, instead of being sent by the direct route over your line?—Personally, I am not aware of that. That is a question which could be more usefully put to our manager, who will give evidence.

33424. Chairman.—The statement was made by Mr. Smyth that the line was not economically worked. You say your particular line is worked as cheaply as any other light railway in Ireland?—More cheaply.

33425. Very well, we will leave it there?—There was a statement made by Mr. Lawder that the receipts per mile per week are down, and Father Gray adds to this (25558) that "the receipts from passengers and goods are £1,000 per annum less than when the line was opened," and (25455) that "the line is a signal failure." There is absolutely no justification for any of those statements. The receipts per mile per week are not down, but up. The Return (No. 2) of earnings per mile per week shows that there has been a steady increase up to 8s. 1s. 6d. per mile per week (within 18s. 7d. of Mr. James Ormsby Lawder's original estimate) in the last half-year, ending November, 1907. In 1889 the passenger receipts were £2,515, and in 1907 £3,658, an increase of £1,143, or 45 per cent. The goods traffic in 1889 amounted to £1,575, and in 1907 to £4,795, an increase of £3,220, or 205 per cent. The mineral traffic in 1889 amounted to £335, and in 1907 to £2,454, an increase of £2,119, or 632 per cent. The live stock traffic in 1889 amounted to £908, and in 1907 to £1,765, an increase of £857, or 95 per cent. So far from their being a decrease of £1,000 per annum, there has been an actual increase of £2,190, and if we add mineral and live stock traffic, there has been an increase of £3,135. It is amazing that gentlemen having these figures at their disposal, as both Mr. James Ormsby Lawder

and Father Gray had, should have made such statements before the Commission. We put in here a "Return (No. 2) showing the receipts and expenditure, under the various headings, for each year from the opening of the line to November 1st, 1907.

52432. Colonel Hutchinson Post.—Is it a fact that apart from the decrease in passenger traffic in the last four or five years you have had a considerably increased traffic in goods, minerals and live stock?—Yes.

52437. A progressive increase?—Yes.

52438. And your carrying in respect of goods, minerals and live stock show a substantial increase during the last five years?—Yes.

52439. Which more than compensates for the loss a passenger traffic?—Yes. Passenger traffic must fall. The more emigration we have from the country the fewer passengers we shall have to travel in our trains.

52440. Chairman.—There was a complaint made by three witnesses that you do not insert the weight of goods on your advice notes.—That is a very interesting complaint to me. It was here at the time and heard the complaint made. It is in connection with the complaint that we don't weigh our goods, and actually refuse to weigh goods. Mr. Lawder insisted that we should have weighed our goods. We do weigh our goods. The fact is that the weights of goods are always supplied upon the advice notes. The company could not be reasonably required to impose upon the shippers the expense of providing weigh-bridges at the stations. Other railway companies do not provide weigh-bridges for the public. Further, most of the towns have public weigh-bridges for the purpose. A great deal has been made of the fact that the company's advice note for coal does not specify the weight. Mr. James Cussey Lawder (24542) told the Commission that the advice notes for coal previous to 1904 specified the weight, and that since 1904 a new advice note (of which he handed in a copy) has been used which does not give the weight. He repeated (24550-2) that this has been done "within the past three or four years," and that this advice note differs from those used in any other railway in Ireland. Father Gray (24543-5) repeated this charge, and handed in a copy of this advice note. Mr. Martin (20693-95) supported the previous witnesses. The Commission appear to have attached great importance to this, and the Chairman (24556) said: "I am bound to say I do not know of anything of the kind being done on the side of the water." The facts are, (1) that this is the identical form of advice note that has been in use since the opening of the line, and that was in use when Mr. James Cussey Lawder was engineer of the railway and managing director of the coal mines; and (2) that it is similar to the form that is used by the Great Northern Railway of Ireland, the London and North Western Railway of England, the Midland Railway of England, and the London and South Western Railway of England—the Chairman's own line. In proof of this, we put in copies of the coal advice notes in use by those four railways.

52451. It was not a question of form, but of no weight being inserted?—These forms which I now hand in (produces forms) are used by the London and North Western, the Midland, the London and South Western, and the Great Northern of Ireland, and the weight of the coal is not inserted.

52452. Mr. Section.—Was there an action brought by Mr. Lawder against the company in respect of the pilfering of coal lately?—Yes.

52453. Did he get a decree?—He got a decree, I believe. The manager will be able to give you all the particulars.

52454. Did the County Court Judge before whom the action came in the first instance declare that the company was bound to give the rate and the weight of the coal upon the advice note?—No. I think it was not coal, it was in the case of timber. You had better wait until the manager is examined. I am not familiar with the details.

52455. Perhaps you can answer whether you do now give the rate and the weight on the advice notes?—We don't give the weight of the coal.

52456. Chairman.—It was a question of the debt note to the consignee for the carriage of the coal?—It was distinctly stated that our advice note was different from all other advice notes in use in the world. We show here that it is an exact facsimile copy of the advice notes in use in England and Ireland.

52457. The note given to us was the debt note to the consignee?—You have a copy there exactly the same. Mr. Lawder and Father Gray gave you our advice note.

52458. Chairman.—No; it was the debt note to the consignee for the carriage of the goods.

52459. Mr. Section.—I understand that the rate and the weight are not specified on the advice note or on the receipts given for the money?—It was the advice note reference was made to in the evidence, at 24342. This is the document I am handing in.

52460. Chairman.—My recollection is it was a debt note. The consignee was called upon to pay a certain amount of money. No money was mentioned in the advice note, of course.

52461. Mr. Section.—Neither in the advice note nor in the receipt given to the consignee was the weight or the rate specified.

52462. Chairman.—That is the point?—I believe that is so.

52463. It did not give the weight and the rate with the amount he had to pay?—Here is the advice note sent to the consignee. The charge is entered here. There is no provision for the weight either, in this. This is a copy of the actual advice note complained of.

52464. Mr. Section.—The point is, that no document is given by the railway company to the consignee specifying either the weight or the rate, neither an advice note, nor a receipt, nor any document. That is a necessarily serious charge of the allegation of pilfering.

52465. Chairman.—The advice note is the same for all the companies, and you are quite right about that?—It was the advice note about which complaint was made.

52466. They may have called it an advice note, but the document handed in was the debt note to the consignee?—If you will excuse me, I was sitting at the table when this occurred, and I saw that note handed in by Mr. Lawder, and then I made it my business to collect the other notes.

52467. I am speaking of my impression. At any rate, you explain clearly that, so far as the advice note to the consignee is concerned, it is the same as that adopted by all the railway companies, and that you made no alteration in it?—We made no alteration in it, and the statement of Mr. Lawder to the effect that we altered this note some years ago to facilitate the stealing of his coal by our locomotive employees is one that should never have been made.

52468. Colonel Hutchinson Post.—With regard to your goods traffic, don't you furnish the consignee with a document beyond that, showing the weight?—We do.

52469. It is only with regard to the coal traffic you don't?—Yes.

52470. Mr. Section.—It will be necessary to amend your system to this extent, that in some document given by you to the consignee you should specify the weight of the goods delivered and the rate. How otherwise is he to test whether the goods have been fully delivered or whether the rate is the rate he ought to pay?—Of course, the Welsh coal which we carry comes from other companies, and if there is any loss by pilfering before the coal comes to us, we ought not to be held responsible. We don't supply the weight, because we cannot guarantee the weight. We get a certain amount of coal from the Great Northern Company, and we cannot guarantee the weight of that.

52471. Why do you withhold from a consignee particulars of the amount of coal you purport to deliver and the rate at which you carry it? How can he test the transaction in the absence of these particulars?—I don't think he can test it, even if we give the figures, unless, of course, he takes it to a weigh-bridge and weighs it.

52472. Do you know that Mr. Justice Wright, the judge of assizes, as well as the County Court Judge, said you were bound to give the weight and the rate?—If we give the weight of the coal, under the law of tort we are held responsible for any shortage without a trial at all. It is very unfortunate for us to be placed in a position of that kind if we cannot help it. I don't think there is really injustice to the public at all. Certainly, it has not been proven here.

52473. I must say I think anyone receiving coal from you is entitled to know how much you say you are giving him, and how much you are charging him for carrying it. That is a simple question. I don't see

Nov. 11, 1908.

The Rev. J. G. Digger, M.A.,  
Director  
Cassia  
and Llanwrin  
Railway  
Company

Consent as to  
two specimens  
of weight on  
advice notes.

Weight and  
rate entered  
from advice  
notes and  
receipts given  
to consignees.

The advice  
note under  
is true to  
that adopted  
by all the  
railway  
companies.

Below the  
coal of goods  
the weight  
is given.

Exception  
made in respect  
of coal.

Because  
Company  
cannot  
guarantee  
weight.

May 12, 1905.

The Hon. J. G. Keogh, M.P.,  
Director  
Great  
and Leitrim  
Railway  
Company.

System as to  
the weighing of  
coal on other  
Irish railways.

Public weigh  
bridges avail-  
able in some  
towns served  
by C & L  
Railway.

Mr. Lawder's  
suggestion as  
to the closing  
of stations.

Proposed  
discontinuance  
of some  
trains at three  
or four  
way-side  
stations to  
expedite  
traffic and  
economise  
expenses.

The use of  
railway and  
public weigh  
bridges  
charged for.

The proposed  
discontinuance  
of some trains  
at small  
stations  
defeated by  
the agitation  
caused.

Witnesses of  
Mr. T. F.  
Smyth, M.P.,  
re the liability  
of the rail-  
ways.

why the transaction should be disguised. I don't find any fault with what you say as to the law of tort, but the consignee ought to know where he is.

52454. Colonel Hutchinson Per.—Am I right in saying that in all the other railway systems in Ireland, in every case, the company furnishes the consignee with a document setting forth the weight of coal and the rate at which he is charged?

Mr. Croker Barrington, Solicitor.—I think a big railway company like the Great Northern or the Great Southern would have weigh bridges at the stations, but not a small light railway company. One can quite understand that a company of this sort could not afford to do it.

52455. Colonel Hutchinson Per.—Do you think that this system prevails on these light railways?

Mr. Croker Barrington, Solicitor.—I do not pretend to give a statement. That is as far as my knowledge goes. I think it was stated that there was a public weigh bridge near the station, where they could weigh the coal if they liked.

Mr. Sexton.—That is at certain stations only.

Mr. Croker Barrington, Solicitor.—I do not know, really.

Witnesses.—Ballinamore and Mohill, and other towns, have public weigh bridges.

52456. Chairman.—But we understand it is not the practice on every railway to have weigh bridges at all stations?—We certainly could not afford to have them at all stations.

52457. I thank your answer on that head in satisfaction. What have you to say with regard to the closing of stations?—With respect to the alleged closing of stations, Mr. James Ormsby Lawder, at question 24432, said that the company wanted to close some stations, and that statement is quite басон. Last year the Leitrim Company, in order to expedite the traffic and economise expenses, proposed to discontinue stopping some trains at three or four way-side stations, at which little or no business is done by those trains. One of those stations was Mr. James Ormsby Lawder's station, Lavedale, where the average earnings by the particular train which it was proposed to discontinue stopping there amounted to less than 2½d. per day.

Mr. Croker Barrington, Solicitor.—Might I say that at question 24635 I asked Mr. Lawder: "Are there weigh bridges at each of these towns?—Which? Are there public weigh bridges at each of these little towns?—These are." That was Mr. Lawder's own evidence.

Mr. Sexton.—There is not a railway weigh bridge anywhere except at Ballinamore on that line, I understand.

Colonel Hutchinson Per.—I suppose the consignee would have to pay for the use of these public weigh bridges.

Chairman.—Certainly they would for the railway weigh bridges. The railway companies in England charge a fee if the coal is weighed; I do not know whether that is the system in Ireland.

Mr. Croker Barrington, Solicitor.—That is right.

Colonel Hutchinson Per.—Not on the large railways.

Chairman.—A small charge.

Mr. Croker Barrington, Solicitor.—Yes; there is a small charge.

52458. Chairman (to the Witness).—You found that at certain stations there was no traffic, and so to expedite the service you discontinued a train calling there?—We proposed to do so, but we were defeated by the agitation got up by Mr. Lawder, and we are obliged to stop a train which earns 2½d. per day at this station every time he pleases, because we find he had a clause in the arbitrator's award requiring the stopping of all trains at his station.

52459. Mr. Aspinall.—Would you save money if you did not stop?—Certainly. The extra expense falls upon the ratepayers.

52460. Do you keep a staff there?—No. There is a woman in charge of the house to open the gates.

52461. She would have to remain there?—Yes. But the very important consideration for us is the consideration of time-keeping and making connections with other railways.

52462. Chairman.—The far more important question after all is the liability of the ratepayers; and some statement was made by Mr. Smyth in his evidence upon that subject. Have you anything to say upon that?—Mr. Smyth entered into an argument

with one of the Commissioners (20616 30522) endeavouring to prove that the County Leitrim ratepayers were liable for a shilling net in the pound for the year ending May, 1907, and refused to admit that the county received a refund of half the excess above 6d. Under the 53th Section of the Local Government (Ireland) Act, 1898, sub-section 4, the refund is provided for. The valuation of County Leitrim grand jury areas is 264,025 12s. 6d., which, at 1d. in the pound, produces 2640 12s. 6d. The demand on County Leitrim for the year ending May, 1907, was 27,283 13s. 11d., out of which the Treasury refunds 2 per cent on 2346,800 (the rated capital at that date), namely, 23,025 4s. 6d., leaving a sum of 24,328 9s. 11d. to be made up by the areas. Thus, upon the valuation of the county already stated, would require a rate of 10 2½d. in the pound, half of which, above 6d. in the pound, namely, 5 13½d. in the pound, is recoverable by the county under the Local Government Act above referred to from the contribution of the Consolidated Fund to the Local Taxation (Ireland) Account, leaving the sum of 11 13½d. to be levied off the ratepayers. But of this 11 13½d., 7 17½d. represents the county's voluntary contribution to the reserve fund, formed in compliance with a special resolution of the Leitrim County Council in 1904, of which a copy is here supplied. Therefore, the net liability of the County Leitrim guaranteeing areas under the original Order in Council for the year ending May, 1907, was not 1s. in the pound, as alleged over and over again by the witnesses, but only 9 4½d. in the pound. And I may add that the tax for 1908 is 10½d. in the pound, less 1 17½d. for reserve fund, making 8 2½d.

52463. Mr. Sexton.—What will be the tax for the current year, judging by the first half year?—That I am not prepared to say.

52464. The difference is very small, if, according to your figure, they pay 11 13½d., and according to Mr. Smyth 1s. 7½d.—But 1 17½d. of that is contribution to the reserve fund.

52465. But it is paid all the same?—Yes.

52466. Colonel Hutchinson Per.—As I understand it, they pay 11 13½d., and of that 1 17½d. goes towards the reserve fund, which was incurred voluntarily by the representatives of the ratepayers?—Exactly.

52467. So they did it voluntarily and without any compulsion on behalf of the shareholder directors?—Quite so.

52468. Chairman.—It is, at any rate, a very serious charge upon the ratepayers?—A very serious charge.

52469. Especially as they were told they would be called upon to pay nothing, by Mr. Lawder, at any rate?—Yes.

52470. Mr. Sexton.—The charge for reserve will be continued, I suppose, for about seven years?—Yes.

52471. Colonel Hutchinson Per.—That reserve fund was initiated at the suggestion of the Board of Works, was it not?—Yes.

52472. And I think they made that proposition to all the light railways in Ireland?—I believe they did.

52473. And your railway and the Clough Valley Railway were the only ones which accepted that suggestion?—I do not know.

52474. In both instances, the ratepayers incurred an additional burden to that for which they were formerly liable?—Yes.

52475. On the other hand, the Board of Works undertook to forego a certain proportion of the receipts which they would otherwise have received?—Yes.

52476. And it was manifestly in the interests of the railway company that there should be some power fund to meet extra expenses?—Yes; and also in the interests of the ratepayers themselves.

52477. Mr. Sexton.—Is the contribution to defray half the charge over 6d. in the pound money which in any event would be available for the purposes of the county?—I do not think that it would.

52478. You have no information on the subject?—No.

52479. My point is whether it is really transferred from one purpose to another within the County of Leitrim?—It is not. It is paid direct to the county.

52480. If it were not used to defray that charge, would it be used in the relief of local taxation in Leitrim, or would it go to some purpose outside the county?—I should think it would probably go to some other purpose outside the county altogether.

52481. Chairman.—I think we have dealt fully with that point. Let us go on to the points raised with regard to the constitution of the Board?—May



I call your attention here to a statement made by Father Gray with which I deal on page 15 of my proof. It is a matter to which we attach some importance.

32482. I do not attach much importance to it; therefore, I think we might pass it over.—We think it is a very serious matter for us that these accounts have been handed from one to another in our county, and we have been, so to speak, Aunt Sally and cock-shots for a year and a half. We think it very important to defend ourselves against them. We are not a big independent railway which can afford to laugh at accusations of this kind.

32483. Will you deal with the matter which you have mentioned as shortly as you can?—Father Gray, as representing County Leitrim ratepayers, stated at question (32487), that the liability is for 5 per cent. on a capital of £150,000, or "£8,500 a year precisely." On the contrary, the maximum liability of County Leitrim is 3 per cent. on £154,000, or £4,620 per annum. But the issued capital being only £146,250, their highest liability (assuming no profits to be made) would be £4,362 15s. 6d. Their actual liability for the year ending November 1st, 1907 (the proportion of the net profit, £296 15s. 6d., being credited to the county), was £2,732 0s. 6d., or two-fifths of the amount stated by Father Gray.

32484. Mr. Sexton.—Subject to the addition of the reserve fund and any losses on working expenses?—But the losses on working expenses are brought into the accounts. There is a somewhat remarkable fact in connection with this matter. In levying the rates in the County of Leitrim in the year 1899 they levied 562 more than was absolutely required; in the year 1902 the levy was £297 more than was required, in the year 1901 it was £1,586; in the year 1902 it was £684, and in the year 1903 it was £250 more than was necessary to meet our claims.

32485. Colonel Hutchinson Pse.—In the first instance?—Yes, in the first instance. What I mean is that in six years the Leitrim County Council levied £3,431 on the ratepayers more than was necessary to meet our demands.

32486. Mr. Sexton.—Of course, that money must have been applied to the purposes for which it was levied?—Yes, but if they levy a rate very much in excess of what is required by us it should be shown that we were not responsible for it.

32487. It must be a very little?—I do not call an excess of £1,582 15s. 6d. overlapping a little.

Chairman.—It may be to meet the case of deficiencies.

Mr. Sexton.—Mr. Shanahan can probably explain how the levy from year to year is made exactly. We know that it has to balance in the end.

Mr. Shanahan.—Certainly.

Mr. Sexton.—It must balance in the end, must it not. There cannot be more levied than is payable.

Mr. Shanahan.—Certainly not.

Colonel Hutchinson Pse.—It seems a good deal more likely.

Mr. Shanahan.—It does, at first sight.

32488. Colonel Hutchinson Pse.—You cannot explain it?

Mr. Shanahan.—No; not without reference to the accounts.

Mr. Sexton.—It is suggested that by reason of default there might not be enough to meet the demand, and it was met in a subsequent year.

Mr. Shanahan.—I understand the Secretary of the County Council takes the average of previous years in making his estimate in connection with the money for the purposes of the guarantee required to be raised by rates during the year. In addition, the secretary of the company gives him an estimate of what he regards as a fair amount to enter in the estimates, and the County Council are guided by both figures. Then, of course, the estimate is corrected if too much is raised for the particular purpose, and the balance is added to the county funds. What I mean is, that until the auditors have made up the accounts and settled them, and ascertained their award as to the exact amount covering the preceding six months, the County Council cannot anticipate that exact figure, but have to take an average.

Mr. Sexton.—On the whole there can be no excess levied on the ratepayers.

Mr. Shanahan.—No, because everything that is in excess of the money actually required goes back to the county funds.

32489. Colonel Hutchinson Pse.—In justice to

Father Gray, I think we ought to say that when he referred to the levy of £8,500 odd during a year, he referred to the gross liability on both County Leitrim and County Carran.

Witness.—It was not said so, at any rate.

32490. But the gross liability, as a matter of fact, is under £6,000, so he was right in any case?—He could have been exactly right, because the figures were at his disposal. As a general reply to all the charges of mismanagement, indifference to the importance of traffic development, and extravagance, we put in the following comparative Table No. 1 of receipts and expenses for the past seven years of the six largest light railways in Ireland which have been constructed under the Tramways and Public Companies (Ireland) Act, 1883. The figures are taken from the Board of Trade Returns. They show, under the head of Expenditure, that the Carran and Leitrim Railway is much the lowest per mile for "Maintenance of Way" (excepting the Clough Valley Railway, which has not a Permanent Way so expensive to keep up), is practically equal with the lowest for "Locomotive Power," and is lowest for "General Charges," for "Miscellaneous Expenses," for "Percentage proportion of Expenditure to Total Receipts," and for "Expenditure per mile of line." These results may be more readily verified by reference to Return No. 7, which gives the average yearly expenditure of the five largest light railways in Ireland during the seven years, 1900-1906.

32491. Chairman.—We will print that statement, just as it is, on the notes?—Thank you, sir.

32492. Now, will you deal with the constitution of the Board. Have you anything to say upon that?—There is a good deal of disposition upon that point. The Board consists of eight directors representing the shareholders, and four representing the Leitrim guaranteeing areas, and appointed quinquennially by the Leitrim County Council, and two representing the Carran guaranteeing areas, and appointed in the same manner by the County Council of Carran. Mr. James Ormsby Lawder, at Questions 32456 to 32458, declares that in the pamphlet a promise was given that the ratepayers should always have the majority on the Board. The pamphlet was dated by Mr. James Ormsby Lawder 1st February, 1894, but the minute-book shows that two months earlier, December 4th, 1893, at a meeting held in Drumshambo, the Board was elected consisting of five directors only, namely, the Earl of Kingston, the Venerable Archbishop Hunt, Brigade-Surgeon Roe, C.B., Charles Lawder, and Francis Caffery. The minute is evidently in Mr. James Ormsby Lawder's own handwriting. It is remarkable also that in the published reports of Mr. James Ormsby Lawder's speeches to the meetings of ratepayers at the time, it is recorded that he told them: "It is the shareholders who appoint the directors—men in whom you will have confidence." It is plain that no promise such as Mr. James Ormsby Lawder refers to had then been given, and that his pamphlet, which was subsequent to the reorganisation of the company, with five directors (not including a majority for the ratepayers), was not put forward as a promise by the company. Father Gray stated, at Question 32422, that the ratepayers were told: "If you give a guarantee of 5 per cent., we will undertake to give you a majority on the directorate of the line," and that the Grand Jury gave that promise. He adds, at Questions 22434 and 22435 to 22436, that "the moment the promoters got the contract signed and sealed, they changed their terms, varied the draft proposal, and manipulated the Order in Council." He further declares, at Questions 22634 and 22635, that the promise was in writing, and identifies it with the pamphlet. As a matter of fact, there never was any such "draft proposal" at all. No such promise was ever given by the Grand Jury. Neither by the Grand Jury, nor by the Order in Council, was any arrangement suggested, or made, to limit the ordinary right of shareholders, under the Companies Acts, to fix the number of their directors. The company's Order in Council, which specifies the number of board directors to be appointed by the counties of Carran and Leitrim, respectively, follows the presentments made by the Grand Juries of those two counties at the Spring Assizes of 1894, and authorises the number of board directors agreed to by the Grand Juries of those counties, and set out in those presentments. The railway company, as stated before, was already in existence as an ordinary limited liability company formed under the Companies Acts. It had

Nov. 13, 1908.

The Rev. J. G. Higgins, M.A., Director Carran.

Director Leitrim and Leitrim Railway Company.

Comparative Table of receipts and expenses for seven years of the six largest light railways in Ireland.

The Carran and Leitrim Railway expenses practically the lowest per mile.

Returns showing the average yearly expenditure of the five largest light railways in Ireland.

Constitution of the Board of Directors.

Number of Board Directors representing the guaranteeing areas of Counties Carran and Leitrim.

Number of shareholders' directors.

The complaint as to the ratepayers not having a majority on the Board.

Statements on the point made by the promoters of the railway.

The right of shareholders to fix the number of their directors not limited by Grand Jury or Order in Council.

Nov. 11, 1906

The Rev. J. G. Dunne, M.A.,  
Director  
General  
and Lecturer  
Railway  
Company.

The power of  
the share-  
holders to  
appoint any  
number of  
directors.

The share-  
holders' di-  
rectors in the  
majority have  
the manage-  
ment of every-  
thing.

The share-  
holders' capital,  
interest on  
which is  
guaranteed

By the rate-  
payers and the  
Treasury.

The suggestion  
that the rate-  
payers should  
have a  
majority on  
the Board of  
Directors was  
not provided for  
in the Order  
in Council.

Satisfactory  
working of the  
system under  
its present  
management.

The manage-  
ment of the  
line largely  
depends on the  
composition of  
the Board.  
Disputed  
control of the  
share-  
holders' majority  
management  
has been  
successful.

five directors, and the shareholders had power to appoint any number of directors they liked, and it is evident that neither Mr. James Ormsby Lawrence, in his pamphlet, nor the Grand Jurors, had, or could have had, any authority to promise away this right of the shareholders under the Companies Act. In March, 1903, the shareholders exercised their right, serving a requisition upon the Board for a special meeting, and appointing four directors, of whom three had served during many years as honorary directors.

52492. Mr. Sexton.—Have you completed your account of the constitution of the Board, I mean as to the proportion between the two classes of directors?—No, there are some other points which I am anxious to bring out on this subject.

52493. Chairman.—How many directors have you now?—Fourteen.

52494. What are they?—Eight shareholders' directors, and six representing the County Councils of Leitrim and Cavan.

52495. Then the shareholders' directors have a majority?—Yes, they have a majority of two.

52496. They can have the management of everything?—They can have it.

52497. Why should not the ratepayers have the majority?—That is a question, of course, which ought to have been raised in the first instance.

52498. What liability have the shareholders in connection with this railway?—The shareholders have put down £250,000.

52499. And the interest is guaranteed, is it not?—They have a guarantee of interest.

52500. What risk do they run; what is their interest in the railway itself?—They have a great interest in the railway, because it is from the railway that they get their dividends.

52501. But their dividends are guaranteed?—But it is highly important that the railway in which they place the stock should be a success.

52502. But it is the ratepayers who guarantee the interest, practically?—The ratepayers and the Treasury.

52503. Three and two it is divided. But it is the ratepayers who are called upon to pay in the event of a deficiency?—The ratepayers and the Treasury make up our dividends.

52504. What risk do you, as a shareholder, run?—I do not think I run any risk.

52505. Then why should not the ratepayers have a majority on the Board of Directors?—The first answer is that it was contemplated under an Order in Council which did not give them a majority, and the next answer, and I think the most important, is, that the system has worked satisfactorily under its present management.

52506. Not to the ratepayers, it may have to you as a shareholder?—But if we are able to prove here, and we can do so incontrovertibly by reference, that our railway is the most economically worked light railway, and can also show that the only railway in Ireland controlled by a County Council is the greatest disaster in the country, we have established our position.

52507. Mr. Sexton.—What consolation is that if all of these ratepayers are partners in misfortune?—I say it is no consolation, but I say the shareholders' directors have justified their existence, because they have worked the line most economically and successfully.

52508. Chairman.—I am merely on the question of the constitution of the Board, that is all.—But the management of the line very largely depends on the constitution of the Board. For example, the Commissioners were told by Father Gray that, if he had a majority of ratepayer directors on the Board, he would make £5,000 a year net profit on the line. It is evidently his opinion that the constitution of the Board is largely responsible for either the success or failure in the management of the railway. We say, granting his own position, that if we can prove that the shareholders in a majority manage this railway more successfully than any other railway in Ireland, we have established our position.

52509. His position was more to this effect: not that the expenses were too high, but that traffic was lost because it was not properly looked after, and by a different arrangement the traffic could be largely increased.—But he did not produce any evidence. It was merely a statement.

52510. It was a matter of opinion?—Yes, and against that we produce our returns to show that the receipts have been increasing.

52511. Mr. Sexton.—And the working expenses increasing in a higher ratio?—I do not think so.

52512. Colonel Haudekeus, Fox.—Are you in a position to say whether the shareholders, or a large majority of them, are also ratepayers?—A very large number are.

52513. In what proportion?—I could not say in what proportion. A good deal of our stock is held by religious institutions and charitable institutions, and so on.

52514. Mr. Sexton.—They, personally, can have no interest whatever in the line. If the shareholders were also ratepayers, it would be understood that their interest was identical with that of the ratepayers?—Yes, but I do not think there is a very large proportion of ratepayers who are shareholders.

52515. At the time of the Order in Council there were only five shareholders' directors, I believe?—Yes.

52516. And I think there is, therefore, some justification for assuming that at the original incorporation of the company the ratepayers had a majority, which was subsequently diminished. That is the position, is it not?—Yes, they would have had a majority if the Act which regulated limited liability companies—

52517. I am not going into that; it seems to me they were unaware of the Companies Act and of the power which the company had to increase its directors. The average ratepayer would know nothing about the Companies Act, and he would assume that he would have a majority on the Board. I think that is only a fair assumption, is it not?—Yes, I think that is quite fair.

52518. I should like also to say this, that I think the contention of the witnesses who have given evidence with reference to this railway has been that if they had a larger vote in the management of the concern than they at present have, the results which you say, and we do not dispute it, are very satisfactory, would be still more satisfactory. Whether that is so or not, that is their contention?—We do not agree with that.

52519. Is not it evident that if the working expenses had not been increasing in a higher ratio than the receipts, the larger increase of the receipts which you have described would have resulted in a larger sum being available for diminution of taxation?—Of course, that is so.

52520. The principal question for the ratepayer is what tax he has got to pay, and, therefore, I submit to you, that when you compare these half dozen light railways, all of which entail levies upon the ratepayer, you do not really reconcile him to the position he occupies?—And I am not proposing to do that. I merely propose to justify myself.

52521. Your object is to show that the directors have applied themselves as well as they could to the management of this line, and that it compares with certain other unprosperous lines in a manner not creditable to your directors?—Yes.

52522. Let us take the sequence of events. What first happened was the appointment of a Board of Directors, consisting of five members representing the shareholders?—Yes.

52523. That was in 1883?—Yes.

52524. Then, a few months later, after the Board had come into existence, a provisional committee, including the members of that Board, assented tacitly to a statement circulated, and in that statement the prospect was held out, and a promise, I submit, was made, that the rate in aid should not be more than about a penny in the pound?—May I ask you to refer me to the page in the pamphlet?

52525. It was represented that if you could borrow at 4½ per cent. it would be a penny, and if you could at 5½ per cent. it would be 2d. That is so; and they show also in that statement a saving to the ratepayers in the upkeep of the roads. We never got the credit for that, if there be a saving.

52526. If you got credit for that it would be another halfpenny?—No one could attempt to justify the calculations in this pamphlet at all. I do not think even Mr. Lawrence would attempt to justify them. His attempt here was to cast the responsibility

for this pamphlet upon others. It is very well known that he was the only person in the county who knew sufficient about railways to prepare such a pamphlet at all, and it is signed by him as honorary secretary to the promoters.

52526. He was the moving spirit?—Yes.

52527. And this provisional committee was practically identical with the Board of Directors?—Yes.

52528. I draw your attention to this passage in the pamphlet:—"And by the Order it was proposed that the Board shall consist of twelve directors—two to be nominated by the Grand Jury of Carran, four by the Grand Jury of Leitrim, two by the Grand Jury of Roscommon, and four by the shareholders, thus giving the guarantee a majority, and the line will thus be in the control of those representing the district. This is of great importance, as securing to the district that the monies raised will be judiciously expended, and in its interests."—Yes.

52529. Was not any ratepayer in that district entitled to say that a promise had been made by those concerned in the promotion of the line that the ratepayers would be in a majority on the Board?—I think certainly the ratepayers were justified in saying that they were led to believe by some person that they would have a majority on the Board; but I dispute altogether that they were led to believe that by the present directors, who are the persons accused before this Commission, or by the promoters.

52530. I put it to you that there was a body of gentlemen seeking public sanction for a railway. At the same time a document is circulated as their argument for the establishment of the line, and they stand by it, and allow that document to operate. Can they afterwards sit themselves of the responsibility?—I think it was very carefully put forward in the first instance, but I will not say more than that, because I was not there at the time.

52531. I ask you what would a ratepayer naturally think was going to be the constitution of the Board as set out in that pamphlet?—Every ratepayer who read the pamphlet, or any leaflets which were produced in that form, would certainly think that the ratepayers would have a permanent majority unless he were advised by a lawyer that there was no security of any kind in a pamphlet.

52532. That is so, as a matter of law and technical argument, but what did the ratepayers know about that?—That is what I say; they probably did not know anything about it.

52533. We have got this far: A Board of Directors of five members and a promise in this published statement that the baronies should have six. What was the next step? The passing of the Order. Did the Order provide that the baronies should have six?—Yes.

52534. I put it to you, did not the two things, the election of the Board of five members, and then the provision of six for the baronies, look very like an arrangement for carrying out the promise?—I do not think the Order in Council has any reference to the shareholders' directors at all, but it does provide that there should be six by baronies.

52535. The Order was passed, and it was known to everybody that a Board of Directors had been appointed constituted of five members?—It was only a temporary constitution.

52536. There was nothing to indicate that?—An ordinary limited liability company can increase their Board as the shareholders like.

52537. Just consider the facts: First the constitution of a Board of five directors, then a provision in the Order in Council that there should be a larger number of baronial directors?—I am not prepared to admit that the promoters ever gave that promise. I have stated here before that the promoters who are still living have assured me that they were not responsible for the statement at all, and knew nothing at all about it. That is the evidence I give here, and I do not depart from that.

52538. This promise, at any rate, was regarded by the ordinary ratepayer as one on which he might rely?—Certainly.

52539. And that they would have the six directors?—Yes.

52540. How long did that arrangement subsist?—Until the Local Government Act, I think.

52541. Till 1863, was it not?—Until the Local Government Act.

SECRETARY'S NOTE.—

\* This reference to the Treasury is erroneous. Section 9 of the Trawways (Ireland) Act, 1863, provides that the Treasury contribution to guaranteed dividend shall be paid through the Board of Works, "if and so long as the trawway is maintained in working order, and carries traffic."

52542. It was only in 1863 that the number of shareholders' directors was increased, was it not?—Yes, in March, 1863.

52543. So that really you went on for 10 years or so upon the basis of the arrangement giving the ratepayers a majority?—We went on till 1863 with the original Grand Jury Directors and four directors appointed by the shareholders.

52544. That is to say, you allowed the ratepayers what was promised in this statement as regards the constitution of the Board?—I am not to be taken as agreeing to that statement at all.

52545. Somebody promised it?—I am not responsible for that.

52546. But still somebody promised it?—And my colleagues are not responsible for it.

52547. I do not say that they are; but the promise was given in that statement?—Yes.

52548. May I ask you why you departed from it? Was there any particular or substantial reason?—Yes. I anticipated that such a question as this would be asked. The shareholders, after the Grand Jury ceased to exist, came to the conclusion that it would be undesirable from their point of view that four directors who had been associated with the railway from the beginning as baronial directors should be thrown out, and that we should lose their services; so they served a requisition on the Board to call a special meeting, and elected those four gentlemen, three of whom had previously served under the Grand Jury system upon the Board.

52549. At present the receipts and expenses are about equivalent to each other. Has the Bill passed for the Arigna Colliery Line?—I am not quite sure about that.

52550. The Act has passed?—The Act has passed, but I do not think the finances are settled.

52551. Would the construction of that line be prejudicial to your line?—Yes.

52552. Do not all the circumstances, the need of the reserve fund, the present relation of receipts and expenses of your line, and the sanction of the Arigna and Colliery Line, all point to a probability of an increase in the levy in that particular area?—Most certainly they do; and especially when you bear in mind that our permanent way, our rolling stock and our locomotives are old—twenty years old now—and we started without any authority to form a reserve fund.

52553. The prospect immediately before you being an increase in that very burdensome levy in that very poor place, do you think it is in accordance either with equity or common sense that a body of gentlemen who have no pecuniary interest in the line should continue to arrogate to themselves the power to manage that line, whilst the people who have to bear the burden have no influence whatever?—I do not think I state in my pamphlet that the shareholders' directors have no pecuniary interest in the line, and I have disputed that in my evidence, because some of the shareholders' directors are the largest shareholders in the railway company.

52554. I am speaking of them in their representative capacity. Your chairman pointed out that your shareholders are not financially interested, because their dividends are secured. You quote that in your pamphlet?—Yes.

52555. You repeat that statement in various forms throughout your pamphlet, that the pecuniary interest was wholly that of the ratepayers, and not that of the shareholders. Suppose the line ceased to be worked, suppose the line were to become derelict, would not the ratepayers be still expected to provide the dividends?—No, the ratepayers and the Treasury.\*

52556. So that in any event, so far as this line is concerned, you are absolutely secure?—I think the security is very good.

52557. It is excellent, is it not; it is the security of the rates?—Yes.

52558. As you are secured in all events, do not you think it would be common sense to consent to let the ratepayers have a majority on the Board?—Do you want my own personal opinion?

52559. As you like?—I can give you my own personal opinion, but I cannot commit my colleagues, because the matter has not been considered by them. I do not think there is anything to be gained by your having my own personal opinion, but I will give it if you wish.

Nov. 12, 1868.

The Rev. J. O. Dwyer, M.A., Director Carran and Leitrim Railway Company.

Date of increase of shareholders' dividends.

For the previous 15 years the ratepayers had a majority on the Board.

Reason for vacation of this arrangement.

The recent Act for the Arigna Colliery Line.

The construction of that line would be prejudicial to the interests of the Carran and Leitrim Railway.

All the circumstances point to an increase of levy.

Dependence of the permanent way, rolling stock and locomotives by age.

The line started without authority to form a reserve fund.

The pecuniary interest wholly that of the ratepayers.

Payment of dividends should the line become derelict.

The shareholders absolutely secure in any event.

Nov. 15, 1906.

The Rev. J. G. Higgins, M.A.,  
Director  
Caran  
and Lerrin  
Railway  
Company.

The position  
of the rail-  
waymen in the  
management.

No fees  
claimed by the  
Directors.

Rev. Father  
Gray's state-  
ment that the  
Baronial  
Directors are  
willing to  
alter means of  
complaints.

All such com-  
plaints are in-  
vestigated.

The voting of  
the Baronial  
and share-  
holders' directors at  
Board meet-  
ings.

52560 I should be very glad to hear of it. My personal opinion is that, as a small shareholder in the railway, my interest is secured, and personally I look upon the ratemakers as the ordinary shareholders—rather in the sense of ordinary shareholders who stand to lose or win according as the receipts of the railway increase or diminish.

52561. Precisely—From my point of view, I should not hesitate for an instant to give place to somebody else to represent the ratemakers. I have calculated that I have devoted a year and a half of working days to the business of the company, and my fees, if I had claimed them, would have amounted to over £500. I have not had a penny of recompense or remuneration of any kind. My colleagues have done the same; some more and some less; and all because they believed, and still believe, that they were assisting the country, the line and the ratemakers. My personal opinion is that my security is so good that it is not necessary for me to invest personally upon a share in the government of the line.

52562 You say that it is not necessary for the protection of your interests to insist upon a share in the government of the line?—Yes.

52563 No one would deny your competence to act as a director; but I think you will admit that the opinion of these who have to pay, in all events and all contingencies, whatever levy may be required ought to prevail in a matter of this kind against the opinions of those who are entitled to receive their full dividend in every event from the former class?—I am prepared to give an answer to that in my own personal capacity; but I do not bind my colleagues. That is my opinion, I quite agree.

52564. Chairman.—Do you wish to say anything in the case of the Arigna Mining Company. Certain irregularities have been alleged as resulting from your dealings with that company. Do you wish to say anything upon that?—I wish to say that an allegation has been made against the Baronial Directors that one of them cannot read or write. That was put forward by Mr. James Lawder at question 24463. There is absolutely no truth in that statement. Then Father Gray said that the Baronial Directors are "perfectly powerless to alter causes of complaints." There is no foundation whatever for the statement. Any cause of complaint brought forward by the Baronial Directors are invariably investigated. There have been many cases in which the shareholders' directors, being in a majority at the time, have declined to decide upon questions of management, etc., in the absence of the Baronial Directors, and have had such questions adjourned accordingly. Now, those statements are groundless. Neither the shareholders' directors nor the Baronial directors say anything together. As a matter of fact, this has happened on only five occasions since the County Council directors joined the Board in 1894, and the particulars of those cases we now supply to the Commission, because a great deal of importance was laid upon it in the evidence.

52565. It is really of no consequence to us?—It is of enormous consequence to us in the country.

52566. Mr. Sexton.—The practical question is, rather, that there are eight directors representing one interest and six representing another. The eight ones at any time out-vote the six. That is the only question. As for the details of particular meetings, they have no bearing upon our inquiry.

52567. Chairman.—We must really exclude this matter?—If we can show that during the number of years that the County Council directors have been upon the Board there have only been five cases in which there has been any so-called party voting, I think that is a matter which the Commission might like to be satisfied about.

Chairman.—That is on the notes. You have stated that there are five cases, but I cannot go into all three. They are all of a very trivial character.

Colonel Hutchinson Peck.—I think there is one on page 21 which ought to be mentioned.

Chairman.—If you mention one you open the door for the lot.

Witness.—I attach more importance personally to No. 5.

Colonel Hutchinson Peck.—The only reason I mention this particular case was because it is bearing on the point we have been arguing—the right of the Baronial to further representation than they possess.

52567. Chairman.—I think we have had sufficient evidence on that now. We will leave that subject. We were on the question of the alleged irregularities resulting from the connection of the railway company with the Arigna Mining Company. What do you wish to say upon that?—May I point out before we go to that that there have been other statements made in respect to the Board which ought to be answered. That statement, for example (24506), by Father Gray, in which he said that if the ratemakers had the control of the line they would make a dividend out of it, and make it more than pay its expenses.

52568. That is a matter of opinion?—And "a majority of the ratemakers' directors would work the line at a good profit"; and at question 26442 that "he had not the slightest doubt in the world that if there were eight Baronial directors and six shareholders' directors they would make £3,000 on the line."

52569. Very well; that is his opinion?—This is not a question of opinion at all, but the fact is that for the past fifteen years the line has more than paid its expenses under the present management. The suggestion is that it has not done so.

Colonel Hutchinson Peck.—The suggestion was that if they had further representation they could make it a better thing than at present. That is all it is.

Mr. Sexton.—Other answers of Father Gray made it clear that when he spoke of expenses he included interest on capital, and meant that they would make the dividend as well as pay the working expenses.

52570. Chairman.—It was the net result he meant. Now we will pass on to the other question. I do not think we attach much importance to that?—Much emphasis has been laid by the witnesses upon the connection of the Caran and Lerrin Railway Company with the Arigna Mining Company, and it has been distinctly suggested, not only that the connection is undesirable, but that it is responsible for gross irregularities, and even for malpractices. Mr. Lawder at questions 24384 to 24389 states that a guarantee was given to the ratemakers that they would be able to have cheap coal, and that the ratemakers undertook their liability upon that promise. Father Gray at question 26421 repeats the statement, and at question 26423 adds that "the promise was made verbally and in writing in the pamphlet, which could be produced."

Both witnesses complain that the promise has been broken. It is quite untrue to say that any such promise was given by the promoters or by anyone with their authority. The promoters were not in a position to make a promise of the kind; they had no coal mines, and no means of procuring cheap coal for themselves or for anyone else. The Arigna Mining Company was not then in existence. Even in Mr. Lawder's pamphlet no such promise is included, although he suggested to the contrary when giving his evidence. But if such a promise had been made it has been realized. The making of the line has enabled the public in the districts to procure coal much cheaper than they otherwise could have done, and has fostered the establishment of local industries. For example, the Mohill Dairy Society, Limited, which in 1907 manufactured and sold 29,625 worth of butter, procured all their fuel during that year from the Arigna Mining Company, and made their turnover of £9,626, with an expenditure for coal of only £18 15s, while dairies situated outside the district served by the line have expended upon fuel, in proportion to their turnover, a sum six times as large. One of these within my own memory at the moment had a similar turnover, and their expenditure was £153, as against this expenditure of £18.

52571. Mr. Sexton.—They must have burned a good deal more coal?—They paid higher prices.

52572. Not six times the price?—I think it is quite possible, because when I speak of coal here used by this dairy company, it is slack that is used at 4s 6d a ton, and what I think this other company used was probably English or Welsh coal, which cost 22s. or 23s. a ton.

52573. Colonel Hutchinson Peck.—And your contention is that your coal gives very much better results weight for weight?—Yes. The "promises" alleged to have been made in 1883 or 1884 cannot have been made on authority, for the mines were not then opened. The Arigna Mining Company was started only in 1882 in order to provide cheaper fuel for the railway company, which was then paying 28s. 6d. per ton for Welsh coal. In any case neither

the original promoters are the railway company, can be held responsible in any way for the prices charged by the Arigna Mining Company. It will be shown later on that their tenders have invariably been accepted by the railway company, because they were the lowest. Father Gray, at Question 25620, when asked whether the Arigna Mining Company is a limited company, replied "It is a private company." He could not get at "the secrets" of the company because "it is a private company." Here, again, the witness's statement is groundless. The Arigna Mining Company is a limited liability company, and its reports and accounts are regularly published in the ordinary manner required by law.

25624. Mr. Sinton.—Are they published in the Press?—I do not think they are published in the Press.

25625. Are the meetings reported in the Press?—Yes, the meetings are reported in the Press. Father Gray, at Question 25613, informed the Commission that he "strongly suspects that there are no other directors of the Arigna Mining Company save four who are also directors of the railway company." There are six directors of the mining company, two of whom are not directors of the railway company, and there are four of the eight shareholders' railway directors who are not directors of the mine. Of the fourteen railway directors, only four are directors of the mining company. The evidence of the witnesses, to the effect that four of the fourteen railway directors are able to "manage the railway in the interests, not of the line, but of the mine," implies that the other railway directors, including the six representatives of the ratepayers, are either knaves or fools. The unavoidable deduction from their evidence was succinctly overlooked by Father Gray and Messrs. Loder, Smyth, Martin and Gannon.

25626. How many of the shareholders' directors in the railway are shareholders in the mine?—I think they probably are all.

25627. Then you see they are all interested, (of the fourteen directors of the railway there are six mineral directors and eight shareholders' directors, and of the eight shareholders' directors all are shareholders and four are directors of the mine?—Yes, I must call the attention of the Commission to the interests of the shares and holdings of these gentlemen. Father Gray, at Question 25613, stated that "of course, the directors of the mining company have a very large pecuniary interest in the mines." The lot is that three of the directors of the mining company are interested only to the extent of £50 each in that company, and two of them to the extent of £100 each, and the remaining director £210. There are thirty-nine shareholders, of whom eleven hold less than £50 worth of shares each, and eight of whom are ratepayers in the guaranteeing areas. Father Gray further stated, at Question 25593, that the railway shareholders' directors have "not a penny interest in the mining company, they are more interested in it" that they "have nothing to lose if the railway is a loss, and everything to gain if the mining company makes a good bargain," and that "when the company makes a good bargain, Mr. Bryce seemed stunned, and seemed to think he had never heard anything like it before." Mr. Smyth, at Question 25646, agreed with Father Gray that the line is worked more in the interests of the mining company than of the railway. It is not surprising if Mr. Bryce "seemed stunned" upon hearing such a statement from Father Gray. But the statement which "stunned" Mr. Bryce, and perhaps stunned the Commission, is not true. Four of the railway shareholders' directors are amongst the largest ratepayers in the guaranteeing areas, one of them paying over £30 per annum at the present rate, as against £13, which Mr. Lawder, at Question 25620, said that he contributed. These four, as large ratepayers, are interested financially more in the success of the railway than in the success of the mining company, and all the shareholders' directors are interested as shareholders. Further, the 5 per cent. dividend paid by the mining company upon the shares held by the six directors of that company amount in the aggregate to only £43 per annum. Father Gray's suggestion, to the effect that four gentlemen, drawing between them £28 10s. per annum in dividends out of the Arigna Mining Company (two of them only 5s. per annum each, and one of them only 8s. per annum, and two of the four among the largest ratepayers in the guaranteeing areas), are on that account

"more interested in the mining company than in the welfare of the line," is too preposterous to require further comment. Moreover, as pointed out, the majority of the Railway Board cannot be described as partisans of the Mining Company; and the suggestion that a minority of four out of fourteen directors can "rig" the Railway Board in favour of the Mining Company is utterly ridiculous.

25628. You are dealing with the individual interests of the directors in this evidence?—Certainly.

25629. I write you to repeat it for the moment from this point of view, that the shareholders' directors, the gentlemen who are directors of the mine as well as shareholders' directors of the railway, represent a body whose interests are absolutely secured no matter how the railway is worked, whilst the same gentlemen, as shareholders' directors of the mine, represent a body whose income entirely depends upon the good working of the mine. That is really the practical point, that in their representative capacity (and not individually), they really have no interest in the working of the railway, and the same gentlemen are directors of the mine which supplies coal to the railway, the prosperity of which mine depends upon the good working of it?—I quite see your point, but I think you must take into consideration the amount of capital that is involved in this Arigna Mining Company, and the fact that it has been worked, and always has been, for the purpose of supplying coal to the railway rather than making a profit for the shareholders, and I think your argument, therefore, will not stand. Here are directors who are probably amongst the largest shareholders, and I show you that two of those directors get 50s. a year in dividends. It is said in the country that we are becoming millionaires through our profits from the mines, and promising our position to bolster up this mine, it should rather be said that we are giving our time and work for nothing to the railway.

25630. I think possibly the Commission might be disposed to think that, as the railway company is the largest consumer of coal, it would be better that the gentlemen engaged in the sale of that coal should not be gentlemen interested in the management of the railway, more especially as the success of the railway does not matter at all to the shareholders' directors, whilst the working of the mine does?—Yes.

25631. Colonel Hutchinson, P.C.—Are the coal contracts put up to tender?—They are always put up to tender.

25632. And it is open to any person locally or at a distance to put in a tender?—Yes, I am coming to that. If you will allow me, I will deal with the whole subject of these tenders, because there was the remark made here in the evidence given by Mr. Smyth to the effect that the relation between the two companies was so disgraceful that really the county councils ought not to levy the rates at all.

25633. He said the contracts were given out in a half-and-half kind of way, and in the interests of the Arigna Coal Mining Company?—He did.

25634. Is there any truth in that?—Absolutely none. Mr. Smyth accepted Lord Pirbright's suggestion, at Question 25637, that "the directors and chairman of the coal mining company are charging themselves a considerable sum more than they are charging the public," and that this "is a strong case against the levy of rates." Father Gray, at Question 25620, declared that the mining company gave the coal to outsiders at 11s. and charge the railway 14s. 8d., and the guarantee 15s. 6d. He added, at Question 25434, that English and Scotch coal can be bought in the district cheaper than Arigna coal, and Mr. Lawder declared that Scotch steam coal can be procured in Ballinacorney "as very little, if at all, over 10s. 6d." As already stated, the railway company is not in any way responsible for the Arigna Mining Company's charges to the public. It is true that, in the beginning of 1905, some coal which was overstocked was sold to Sligo at 11s. free on rail Arigna, and that there was a contract with the North Dublin Union at the same rate. With this latter exception, the Bawnboy Union contract, at 14s. 8d., and the railway and its personnel, no coal is sold under 15s. per ton. It is untrue to say that English or Scotch coal can be bought in the district cheaper than, or anything like as cheap as, Arigna coal. As a matter of fact, Scotch coal in the district costs 26s. per ton for retail quantities such as are bought locally. The local

Nov. 15, 1905.

The Rev. J. O. Dwyer, M.A., Director of the Arigna Mining Company.

The alleged irregularities involving from the railway company's nomination with the Arigna Mining Company.

The latter Company has always been worked primarily for the purpose of procuring cheap coal to the railway.

Arigna received in dividends by two of the Directors.

The coal contracts always put up to tender.

The statement that the tenders are given out on the interests of the Mining Company untrue.

The railway company not concerned in the Mining Company's charges to the public.

English or Scotch coal cannot be bought in the district as cheap as Arigna coal.

Nov. 12, 1906.

The Rev. J. G. Digges, M.A.,  
Director  
Cavan and Leitrim  
Railway  
Company.

The demand for Arigna coal  
exceeds the supply.

Tenders for  
the railway  
coal advertised  
for.

The lowest  
tender  
was  
accepted.

Many invita-  
tions were  
sent, but very few  
tenders  
received.

Cavan and  
Leitrim Com-  
pany's con-  
sumption of  
coal.

Serving to the  
ratepayers by  
use of Arigna  
coal.

Serving to re-  
duce the cost  
of the railway  
by using  
Arigna coal as  
compared with  
the lowest  
tender for  
other coal.

demand for Arigna coal is far greater than the mining company, with its limited means of transport to the railway station, can supply, and when the railway company had to buy coal during a strike they had to buy at very high prices. But the final reply to all allegations that have been made to the effect that the influence of the Arigna Company on the railway board has resulted in malpractices, and that the railway board favours the mining company by paying exorbitant prices at the expense of the ratepayers, and have thus given a "strong case" against the levy of rates, lies in the fact (which Mr. Lawder, at Question 52585, endeavoured to disprove) that the coal for the railway is invariably procured by tender, and that the lowest tender is invariably accepted.

52585. Mr. Apinall.—How many people do you invite to tender, as a rule?—We advertise in the *Irish Times*, *Fremont's Journal*, *Daily Express*, *Independent*, *General Advertiser*, *Leitrim Advertiser*, *Cavan Weekly News*, *Cavan Anglo Celt*, etc., and they send slips of these advertisements direct by post to a list of over 200 suppliers, including 21 coal contractors in England, Scotland and Wales. Mr. Lawder said that he had never been able to discover that these contracts were ever taken by tender, and that he had asked a number of directors about them, and they had never been able to tell him. Now here I am putting in copies of the advertisements\* which appeared in the local papers, and I need hardly tell the Commission that Mr. James Lawder is one of the most diligent and effective correspondents of those local papers himself, so it is amazing to see that these advertisements can have appeared so often without his observing them. I put them in now, and also copies of the slips which we sent to contractors in England, Scotland, and Wales.

52586. Do you get a considerable number of tenders?—No. A considerable number. The last time we got six tenders for coal.

52587. Where did they come from?—Two from Liverpool and one from Swansea. Higglebottom of Liverpool quoted 22s. 6d. for Lancashire coal delivered at Ballinacree.

52588. Chairman.—You have cleared this point up absolutely, and therefore I do not think you need say any more about it. It is perfectly clear that you have done everything you could to invite tenders in all directions.

52589. Colonel Hutchinson Pei.—I understand that in every case where there were tenders it was found that that of the Arigna Mining Company was the lowest?—Slightly. On the last occasion, the contract referred to here, the Arigna Mining Company quoted 16s. 2d., and the next lowest quotation was 16s. 10d. from Arigna for Arigna coal; Lancashire, 22s. 6d.; Swansea, 30s. 6d.

52590. Mr. Scruton.—That indicates close competition in the district?—I do not think it can be said to be close competition; but there is a certain amount of competition, and it is very important to bear in mind that there is an enormous lot of coal there to be worked.

52591. Chairman.—What quantity of coal do you use per annum?—2,400 tons per annum.

52592. Mr. Scruton.—On the railway?—Yes. It has been shown in Mr. Digges' book, "Fighting Industries," that the Arigna coal has saved the ratepayers about £1,000 per annum, and Mr. Lawder, questioned upon that point (24515), contradicted the statement, and declared that there is a loss to the ratepayers of £300 a year. The fact is that Mr. Digges' book under-estimated the advantages to the ratepayers, for in 1906 the lowest tender from any source other than the Arigna Mining Company was 28s. 6d. per ton delivered at Ballinacree. The Arigna Company's tender at 14s. 8d., and freight 2s., was accepted. The company use about 2,400 tons per annum. The difference in cost was therefore £1,150.

52593. On the assumption that the alternative coal would be 28s. 6d. a ton?—On the basis of the lowest tender supplied to us.

52594. As compared with a payment for other coal of 28s. 6d. and 30s. 6d., what figure do you take for the alternative price in measuring the gain to the ratepayers?—25s. 9d. That was in 1906. We put in a form here giving the names of all the persons tendering and the actual prices they charged for coal since the line was opened.

\* See Appendix No. 4 (XII. and XIII.)

52595. The price used in your comparison was 16s. 2d.—No, 16s. 2d.

52596. And when you measured the saving to the ratepayers, what was the price you took for the alternative supply?—25s. 9d. It was suggested to Mr. Smyth by a member of the Commission, and accepted by him at Question 30993, that if the majority of the railway board were ratepayers' representatives they might "bring the Arigna Company to reason" by preventing the sale of coal altogether. The suggestion was that the railway company should boycott the mining company and, although certain persons refuse to carry their minerals. If such a principle had been acted upon hitherto the loss of earnings to the railway, even within the past eight years, would have been 60,819 tons, irrespective of the increased cost of coal which would have resulted.

52597. I put the question to which you refer, and it was that if the majority were composed of ratepayers' representatives, did not he think that by putting them to the option of selling the coal at a reasonable price, or not selling it at all, they might bring them to reason. I do not think the suggestion was that any board of a railway company could refuse to carry traffic duly tendered; but that by buying coal elsewhere, even at a loss, they might bring the Arigna Company to reason?—That is not the way it has been read by others.

52598. I have now explained it. It never occurred to me to suggest that any railway board should attempt to do a thing which is forbidden by law, and refuse to carry traffic duly tendered?—How were the railway company, at the ratepayers had that majority, to prevent the company selling coal if it was not by refusing to carry it?

52599. I was speaking of coal sold to that railway?—But they sell a good deal of coal which is not sold to the railway at all.

52600. I did not suggest anything that they had not power to do. But do not you think that this, "by putting the company to the option of selling it at a reasonable price or not selling it at all?"

52601. To them?—No; there is no "to them" here.

52602. It never occurred to me that they would do anything which they had no power to do; I was making a suggestion within the ambit of their power. They would have the option of buying from the Arigna Company or from another, and my suggestion was that if they paid a higher price for a time they might induce the Arigna Company to state what the witnesses were describing as excessive prices?—I think you must have been under a misapprehension. But since the company did not put in a tender at all and pressure was brought to bear upon them.

52603. I was proceeding under the impression that the railway company was the principal customer?—It is a principal customer.

52604. I had no idea, and it never occurred to me to suggest that any railway board could possibly go outside the scope of its powers?—I should not have thought that you would have suggested it.

52605. Colonel Hutchinson Pei.—What was the amount of coal carried over your line, irrespective of what you consumed yourselves?—In the last eight years 60,819 tons of coal.

52606. I am speaking of coal?—Of that 60,819 tons of coal, 19,289 tons were Cavan and Leitrim coal, and that leaves 41,519 tons which we harked, not for ourselves, but for the general public.

52607. In eight years?—Yes.

52608. Chairman.—Is that all coal?—Yes.

52609. Colonel Hutchinson Pei.—That would represent about 8,000 tons a year, would it not?—Yes.

52610. Chairman.—I think you have substantially answered that part of the subject?—There was a good deal made by some of the witnesses of the fact that 2s. per ton is allowed as the freight upon Arigna coal between Arigna station and Ballinacree, and it was suggested by one of the Commissioners, and repeated by Father Gray, that this charge of 2s. is added to the working expenses, thus diminishing the profits and increasing the levy, and is "a curious result of combined management." The explanation is of the simplest nature. There is no consequent increase of the levy.

52611. Who said that?—One of the Commissioners.

52612. Mr. Scruton.—It was impossible to see at that time from this rigorous book-keeping, adding freight to the cost of the coal, that you credited the traffic department with the freight?—The

† See Appendix No. 5 (VI.)

‡ See Appendix No. 4 (VIII.)

more fact that we do what every other railway company in the world has to do could be no ground of complaint. It was suggested by a member of the Commission that it was a "curious" thing to do.

22633. It tends to inflate the traffic receipts, does it not?—It is only a set-off. No matter where we get our coal we should have to deal with it in the same way. This is put forward, not as against the purchase of coal at all, but as against the purchase of coal from the Angara Mining Company.

22634. I agree that the method which you describe does not affect the balance—it does not "increase the levy."

22635. No?—And it is, therefore, not a "curious result of combined management."

22636. But it represents from year to year that the traffic receipts, on which important considerations hang, are larger than they really are?—That is not the point that is brought up in the discussion. The point was that we were really, by imposing a charge of 2s. on our coal, increasing the levy on the ratepayers, and giving "a curious result of combined management." We have simply done what every other railway in the world has to do.

22637. Mr. Sinton.—When the second side of a case is heard many things appear that do not appear when the complaint is made?—I should have thought it was very well known when this evidence was given that the form of railway accounts was fixed by Act of Parliament. We could not possibly depart from that system of charging up the freight.

22638. Chairman.—What you have explained has nothing to do with the form of accounts; the form of accounts is simply a model form which you have to fill up?—But it is absolutely necessary for us to charge the freight on our coal.

22639. I am not disputing that, but do not say you are obliged to do it by the form fixed by Act of Parliament?—But we must show the earnings of the various departments and the cost of the various departments. We must give the traffic department credit for hauling that coal, otherwise we give the coal department an advantage over the traffic department.

22640. Chairman.—You have perfectly explained it. You wish to give an accurate return of the receipts, and show all the traffic carried on the railway?—Yes. Further, it is still more necessary in our case, in order to provide for a just division of expenses as between the two counties, Leitrim and Cavan. We have ratepayers in Cavan who are paying less than 3d. in the pound, and in Leitrim the ratepayers have to pay something like 11d. in the pound. There was another matter on which a good deal was said, and that was Mr. McAdoo's position. With respect to the position of Mr. McAdoo as manager of the railway and secretary of the Mining Company, a great many complaints have been made. We have already given the Commission a true description of the circumstances in which Mr. McAdoo's appointment as secretary of the Mining Company took place. Dealing with Mr. Lawler's evidence upon this point, it cannot be overlooked that it was when under Mr. Lawler's management the Mining Company had become practically bankrupt. Mr. McAdoo volunteered to save the situation in the interests of the railway, and that he accepted Mr. Lawler's offer only when they could no longer pay him salary, and left the railway only when it became necessary to reduce his salary, complaints (question 24313) that Mr. McAdoo's position "is not in the interests of the local people," and also (question 24323) "he would prefer that those two appointments should be held separately." This comes, curiously enough, from the gentleman who held appointments in both companies simultaneously at a united salary of £220 per annum, and held them so long as there was money forthcoming to pay his salaries, and probably then believed that it was "in the interests of the local people" that he should do so. According to Father Gray (question 24331) this is another of the points which "stunned" Mr. Bryon, the then Chief Secretary. That is not to be wondered at if it was presented to Mr. Bryon as it has been presented to the Commission by Father Gray, who stated (question 24342) that Mr. McAdoo's connection with the Mining Company has required the appointment of "an assistant traffic manager at £104." Mr. Smyth (question 24351) adopted Father Gray's words, and made the same complaint. There is no truth whatever in the statement. There is no assistant traffic manager. The

staff of the traffic manager's office consists of one head clerk and one junior clerk, who are paid £110 and £65 per annum respectively. The junior clerk does most of the clerical office work. The head clerk attends to important correspondence, visits stations and inspects the accounts, and also attends the fares, canvassing for traffic. It would be impossible to reduce this staff even if the manager had no connection with the Angara Mining Company. Mr. Martin (question 24365-7) went so far as to state that Mr. McAdoo is a farmer, and employs, in attending to his farm, time for which he is paid as manager of the railway. This statement is a misrepresentation of facts. Mr. McAdoo devotes no time to farming.

22641. Mr. Sinton.—As to the Assistant Traffic Manager, it is a question of names; Father Gray calls him Assistant Traffic Manager, and you call him Head Clerk?—Yes.

22642. I understand that when Mr. MacNulty was secretary of this line, he used to examine the station accounts?—No, that is quite wrong.

22643. He did not?—No.

22644. Do I understand you to say that the traffic accounts at the stations are examined, as a matter of internal economy, by the traffic department itself?—The stationmaster's accounts are examined by the representative of the traffic manager.

22645. As a matter of internal economy, is there no other department to examine the traffic accounts except the traffic department itself?—No; there is no other department which could do it with the same facilities. But, further, I cannot accept Mr. Sinton's interpretation of Father Gray's remark. It is not merely a question between Father Gray and me as to what is the proper title to give an official—that I call him a Chief Clerk and Father Gray calls him an Assistant Traffic Manager.

22646. Chairman.—The salary he receives will indicate that he is merely a clerk, and that is all, you cannot call him an Assistant Manager at £104 a year?—But the allegation which was made was that the fact of Mr. McAdoo's having become connected with the Angara Mining Company made it necessary to make a new appointment of Assistant Traffic Manager.

22647. Of course, if we had known at the time what we know to-day, we should have seen that the whole thing was so insignificant that I should not have allowed the time of the Commission to be occupied with it.—The misfortune about it is that the Commission printed 68 columns about it.

22648. You have opened my eyes upon the subject now. The whole thing is so beggarly and so small that it really is not worth while taking up the time of the Commission with it—I am very much obliged to you, sir, for having expressed yourself in that way, it will enable me to hurry on and pass over some of these unnecessary and trifling things. I am very anxious to call the attention of the Commissioners now to the very serious complaints which were made by one of the barrister auditors, Mr. Gannon.

22649. That is a complaint which ought to be answered?—It is, of course, seeing that the ratepayers should have proper supervision over our accounts. That supervision has been provided for by the appointment of barrister auditors, and Mr. Gannon is one of those barrister auditors. It has been stated by Father Gray (Questions 24434-24435-83) that "the 18th section of the Order in Council gives the auditor plenary power to look up the accounts at local stations," and that "he had been prevented." Mr. Smyth (Questions 24478-81) repeated the statement. Mr. Gannon (Question 40530), stated that at his audit "anything objected to him re-all that he can see."

He adds (question 40532)—"They refuse to access to their books." He repeated (Question 40688) that "he had not got everything he asked for," and mentioned the return for the "special hay train" dealt with before. One of the Commissioners pointed out (Question 36682) that Mr. Smyth's evidence was that "the auditor was absolutely refused the books"; and that being so, "the county council should not have paid the levy." The facts are—(1) The return which Mr. Gannon stated was refused to him was actually submitted to him and is here put in.\* (2) Mr. Gannon, at his audit, asked for nothing that was not shown him. (3) He has not been refused access to the company's books and accounts, but only access to the company's station offices. At the termination of his audit, he, with the other barrister auditor, signed the following certificate:—"We certify, the accounts for the year ending 31st November, 1906, to

See 18, 1906.

The Rev. J. G. Duggan, M.A., Director Cavan and Leitrim Railway Company. Rev. Father Gray's statement that Mr. McAdoo's connection with the mines had necessitated an Assistant Manager.

Staff and salaries of the Traffic Manager's office.

Could not be reduced even if Traffic Manager were unconnected with the Mining Company. The accounts at the stations examined by the Traffic Department.

For reasons of decency and economy.

Mr. F. Gannon's evidence re auditing of the railway accounts.

The supervision of the accounts by the ratepayers by the barrister auditors, as provided for in the Order in Council.

Auditor's complaint as to access to the books being refused.

Nothing asked for by Mr. Gannon that was not shown him.

Access refused to books at the company's station offices only.

\* See Appendix No. 4 (XIV)

Nov 18, 1908.  
The Rev. J. G.  
Dwyer, M.A.,  
Officer  
General  
and Lecturer  
Railway  
Company.  
Mr. P. Gannon's  
evidence  
—

The auditors  
certificates  
given by the  
auditor.  
Examination  
of accounts at  
local stations  
not authorized  
by Order in  
Council.  
The company  
amount of  
withholding  
necessary  
documents and  
books.  
At public  
meetings held  
in Dublin.

be correct. Signed, P. Gannon, Barrister at Law for County Carlow, 23rd April, 1907." Had the books and accounts necessary to the audit been withheld, as alleged, that certificate could not have been signed. Further, in the report of the audit presented by Mr. Gannon's colleague, Mr. Prior, to the County Council of Carlow, on April 16th, 1907, the auditor declares "I have found the accounts correct, vouchers being produced for each item of expenditure. The accounts of this railway company appear to be kept in a careful, correct and satisfactory manner." This report of the same audit, conducted jointly by the two auditors, must be set against Mr. Gannon's statements to the Commission. (4) The Order in Council does not confer any powers whatever upon the auditors to "look up the accounts at local stations."

52630. Could you not leave it there? You have one auditor who gives a certificate that everything is perfectly satisfactory, and another auditor who signs the accounts without remark, and then comes here and makes that statement which you have just explained to us?—There have been quite a number of open-air meetings held in the country on this question of the auditing of the accounts by Mr. Gannon.

52631. Since when?—Since that evidence was given here. Persons, who at any rate style themselves ratepayers, have met at open-air meetings, and they have accused us of having withheld from Mr. Gannon the documents and books which were necessary to enable him to complete his audit.

52632. But you have completely answered that?—I have answered it to this extent, that with respect to the hay train, to which he referred, he had the documents to refer to.

52633. That is not worth discussing further. I remember all about that hay train?—We understood from reading the printed minutes that some, if not all, of the members of the Commission were under the impression that we should allow this particular auditor to go to the stations to examine the books at any time he chose, and as that matter has been the subject of discussion between us and the County Council of Leitrim, and between us and the ratepayers, I think it is necessary that the Commission should be informed of the actual facts of the case.

52634. Have you not informed us of them?—We say, in the first instance, that there is no such right as he claims.

52635. You are beginning now to give your interpretation of the Order in Council; that is why I am stopping you. You said distinctly that all the books of the company are open to the inspection of the auditors, and that any book they asked for they could have had?—Yes.

52636. What more do you want?—Colonel Hutchinson P.C.—I think Mr. Smyth's contention was that the Order had only reference to an abstract of the accounts kept at the local offices, and the abstract at the head office, and the full station books, were not accessible to him.

Chairman.—But, after all, the accounts of the company are made up from that abstract.

Colonel Hutchinson P.C.—His point was that he should have access to the original books kept in the stations, and he only got an abstract.

52637. Mr. Smyth.—I suppose you will agree that, having regard to the financial relations between the railway company and the guaranteeing areas, it would be expedient to go as far as possible to meet the demands of the auditor?—I certainly agree, and I say we have done it.

52638. The ordinary position of an auditor is that of an officer who, examining the accounts, says what he requires; but it appears to me that you as a company take up the position of telling him what he ought to require?—No; that is not our position. He says the Board of Works and also the County Council of Leitrim supported him in his claim. We have four representatives of the County Council of Leitrim, and they are the representatives of the ratepayers, and Mr. Gannon is only the representative of a minority or two, and I think that if the County Council of Leitrim are not in favour of giving extra privileges of this kind to Mr. Gannon, then anything which might arise in the shape of objections is not chargeable to us who represent the shareholders.

52639. The County Council passed a unanimous resolution in support of his claim, and the Board of Works, in a letter, refer to the complaint that Mr.

Gannon was hampered by the refusal to allow him access to any accounts except those in the Dublin office; and they say that no such limitations are placed on his inquiries, and that the accounts at the various stations on the line that are required for the purpose of auditing are accounts within the meaning of Clause 44. I read that as meaning that he was entitled to the accounts at the stations?—The Board wrote that letter under a misapprehension. They understood from Mr. Gannon that he was refused the accounts of the various stations. There is a great deal of difference between the accounts of the stations and the accounts at the stations.

52640. The various stations?—Yes; the accounts at the various stations. We have satisfied them since that we have supplied Mr. Gannon not only with the accounts of the stations, but with all the accounts of the company, and the only difference between us is as to where those accounts should be examined. Should they be examined where they are always kept and filed at our audit offices in Dublin, or at the stationmasters' offices? One great difficulty we have is that he is a dismissed stationmaster of ours.

52641. Is not that rather a harsh expression. He was discharged under circumstances which made it impulsion upon his character?—That is so, but so is his efficiency.

52642. Then is it fair that you, as a director of this company, should make an attack of this kind upon Mr. Gannon because of unsatisfactory performance of his duties as a stationmaster?—I do not think it is fair for you to say I am making an attack on him.

52643. You call him a dismissed servant in reply to a claim on his part as an auditor?—No. I am endeavouring to explain to the Commission the attitude he has taken up with regard to not being allowed to visit the stations. I say the Board has in its memory the fact that he was our stationmaster, and he was dismissed, and they think it undesirable therefore, that he should be allowed to visit our stations whenever he pleases.

52644. He is an auditor duly appointed by the proper authority, and you will not say that it is any reply to a claim on his part in his capacity as auditor that he formerly held a position in your company?—I will not.

52645. The accounts are made up in Dublin in a series of books, and the vouchers are brought to Dublin. Are there not books kept at the stations?—No railway account books are kept at the stations. The memorandum books of the stationmasters are probably kept there, and a sort of day book, but our accounts are always kept at the office, and the auditor is only entitled to make an audit once a year when the accounts are closed, and at that time these books are always displayed before him.

52646. Those books are made up in the Dublin office, and although the vouchers are there and although the accounts are correct, still if there was local irregularities or omissions here and there upon the line, it appears, I must say, to me that it is only by an inspection of the books, even although they are only memorandum books, kept at the stations, that these could be properly investigated?—It would be impossible for the auditor to know that until he really had made his audit, and his audit, which is an annual affair, must be made where the books are stored and filed.

52647. The Commission found it very difficult to understand why you should restrain the auditor from visiting the stations if he should wish to pursue his inquiries there?—You have been supplied with a copy of the resolution proposed and carried unanimously by the Leitrim County Council on the 13th November, 1907, calling upon us to give Mr. Gannon permission to visit our stations. That was carried unanimously at a meeting of the County Council, at which three of our four County Council division were present, one of whom told the Council that he would see the matter through at the Railway Board, or "would know the reason why." When that matter came before our Board on November 27, 1907, all the four Leitrim County Council directors were present, and they were the very first to object to Mr. Gannon's claim. A shareholder's director proposed that permission be given to Mr. Gannon, in accordance with the County Council's resolution, and the proposition was negatived, all the County Council representatives voting against the resolution which

Resolution of  
the County  
Council in  
support of the  
auditor's claim



they had voted for at the County Council's meeting a fortnight earlier. When this decision was communicated to the County Council the County Council raised no objection to it; they did not write then, and have not opposed it since. It is evident that Mr. Gannon's claim is not supported by the Order in Council, and has no backing on the part of the County Council, and that his allegations against the company are not supported by his colleagues, Mr. Filer, and are such as might be expected from a servant of the company who had been dismissed from the service for disobedience to orders and unsatisfactory working, and whom it would be most undesirable to admit to the offices of the stationmasters at his own will and pleasure. It is understood that Mr. Gannon is a small farmer and a relieving officer, who has had no training whatever as an accountant. The directors think that it would be more satisfactory for the baronet, and would also effect a saving in the audit fees, if a properly qualified accountant were appointed to make these annual audits. The baronet auditor has no power to surcharge, as was suggested. His power is to report upon the accounts. But the County Councils of Clavin and Leitrim have their county surveyors as two of the four arbitrators appointed under the Tramways and Public Companies (Ireland) Act, 1883, and their powers and duties are to enquire into the gross receipts and not surmises, and ascertain and determine the proper liabilities of the company, and any other matters which it may appear necessary to them to enquire into and determine upon. The other arbitrators are Sir John G. Barton, C.B., Chief of the Valuation Office, and Robert H. Johnson, Esq., a retired Local Government Board auditor (now H. H. Graham, Esq.). There never has been in the case of the C. and L. Railway any objection by the arbitrators to the company's accounts. Besides the two baronet auditors and the four Board of Trade arbitrators, there are two shareholders' auditors, namely, O. H. Bradfield, Esq., who is connected to the Board of Works, and W. B. Carson, Esq., a director of the Great Northern Railway (Ireland). And last the examinations by these eight auditors and arbitrators should be insufficient, the accounts of the company are also investigated by the Board of Works on behalf of the Treasury. It may be submitted to the Commission that in view of the ample arrangements made for such an exhaustive audit of the company's accounts on behalf of all the parties concerned, from the Treasury down to the smallest ratepayer in the guaranteeing areas, the allegations of Mr. Gannon, Father Gray, and other witnesses under this head require no further notice.

52648. The County Council have not rescinded their resolution.—They have not.

52649. And they deputed Father Gray to come here and give strong evidence.—I do not think so.

52650. He said he had been deputed by the county council.—I think he said by the Ratepayers' Association.

52651. But also by the county council.—I will take it from you that it is so, but I don't remember it. Father Gray gave his evidence in October, 1907, and that was not subsequent to the passing of this resolution, but antecedent to it. They did not pass this resolution till a month later, and their representatives when they sent to our board opposed the admission of Mr. Gannon to our stations.

52652. Apart from any friction which may have occurred between Mr. Gannon and the directors of the railway company, would the directors of the railway company, as a general matter on the question of principle, have any objection to including to the auditor any matter, or if there is anything which makes it necessary that he should visit the stations, would they have any objection to his doing so?—No. If such a case arose we would deal with it in that way.

52653. Chairman.—I think it is only fair to say that the attitude assumed by your directors in Ireland is precisely the attitude that is assumed by directors of English railways. That is to say, that the auditing should be the auditing of the accounts and books kept at the head offices. Do you follow me?—Yes, I am much obliged to you.

52654. Mr. Scriven.—It seems to me strange not to allow an auditor to see whether he asks for in com-

mercial affairs?—I am quite certain that our railway board would not oppose Mr. Gannon's looking up any particular matter at a station; but what he claimed was a roving commission to go round our stations at any time he wished. While on this subject, I want to call the attention of the Commission to what we say in reply to Mr. Gannon's supplementary evidence. He sent in some evidence to be added to the Appendix, on the question of directors' fees. We have already answered that, and I need not refer to it further, but he also raised the question of the Dublin office, and we reply to that under Section VI. He made a complaint here about Press passes, and said we were giving passes to representatives of the Press, which ought not to be done. There is nothing wrong in this, as the company has an agreement with some of the local papers by which it obtains free advertisements in return for occasional passes.

Chairman.—You need not go into that, I think.

52655. Mr. Scriven.—May I say this, with regard to Father Gray the first question put to him was, "I think you appear on behalf of the Leitrim County Council?"—(A.) Yes. (Q.) Have you been deputed to come here by the county council?—(A.) Yes.—The act of the council was a month later. With respect to Mr. Gannon's claim to visit stations, there is no sincerity behind this claim, but I think I may submit to this Commission that there is a certain amount of amercement to be derived from it. Mr. Gannon was one of the company's stationmasters, and was dismissed in August, 1897, for "disobedience of orders and unsatisfactory working." He has a grievance. He is a small farmer, and a relieving officer, whose qualifications as an auditor are unknown to the board. Appointed by a baronet to audit the accounts at a fee of £2 3s, he now holds appointments for three baronets, thus becoming entitled to £9 9s for the same work. It may interest the Commission to know how this gentleman performs his duties as a baronet auditor. He attended at the company's office at Dublin.—

52656. Chairman.—Is this really necessary?—We think it is essential, because so much has been said about this, and up to within the last fortnight many open-air meetings have been held on the subject.

52657. I think you have cleared up the whole question with reference to the auditing of accounts with our going into these personal matters. I really think we had better leave that where it is. You have said that if he wants information on any particular subject there would not be any objection to his making that enquiry; but the practice is the same as that adopted on the English railways?—But do you not think that owing to the enormous amount of importance that has been given to this, I am entitled to show that we gave him, at the annual audit, every possible facility; we placed all our books round him, we gave him the services of our secretary. He spent two hours in the office, never opened a single book, never examined a single voucher, and the only book he asked to see was the Minute Book. Having carried out an audit of that kind, he signed a certificate that he had examined our accounts.

52658. Mr. Scriven.—It really shows that he had no confidence in you that you had in him?—Far more—far more than he would like to confess to.

(Adjourned for a short time.)

52659. Sir Herbert Jekyll (in the chair).—I think there is very little you wish to add to the evidence already given?—Very little. I am anxious that the Commission should understand that, in addition to our two baronet auditors, the County Councils of Clavin and Leitrim have their county surveyors as auditors, and there are two other arbitrators appointed under the Tramways and Public Companies (Ireland) Act, 1883. And their powers and duties are to enquire into the gross receipts and not surmises, to ascertain and determine the proper liabilities of the company, and any other matters which it may appear necessary to them to enquire into and determine upon. The other arbitrators are: Sir John G. Barton, C.B., Chief of the Valuation Office, and Robert H. Johnson, Esq., a retired Local Government Board Auditor (now H. H. Graham, Esq.). There never has been, in the case of the Clavin and Leitrim Railway, any objection by the arbitrators to the company's accounts. Besides the two baronet

Nov 13, 1908.

The Rev. J. G. Higgins, M.A., Director Clavin and Leitrim Railway Company.

The directors propose to give baronet auditors access to stations if necessary for particular matters.

But the roving commission objected to.

Rev. Father Gray's delegation by the County Council.

Mr. Gannon's position and qualifications as auditor.

Aligning perfunctory audit of the accounts.

The arbitrators appointed under the Tramways (Ireland) Act, 1883.

Powers and duties of the arbitrators.

No objection need by them to the Clavin and Leitrim Company's accounts.

\*[BROOKLYN'S NOTE].—The Witness has asked the Commission to alter back this question to the form in which it appeared in the certified first print of the evidence—“And since that audit they deputed Father Gray to come here and give strong evidence.” But in setting the first print the words “since that audit” were struck out by the Commission as erroneous, because no audit had been so particularised that such a reference could be made. The Commission declined to re-insert in the question words which referred to nothing, and which it had been found necessary to delete in order to correct an obvious error in the report. The witness represents that the question appeared that Father Gray was deputed to attend before the Commission after the resolution had been adopted by the County Council in November 1897, in favour of the Auditor's rights to visit the stations on the Clavin and Leitrim Railway, referred to in the preceding question (52654). The two following questions, however, which are submitted to have been accurately reported in the certified first print, appear to indicate that the point was not whether Father Gray had been appointed at, or after any particular time, but whether in fact he had been deputed at all by the Council.

Nov. 12, 1905.

The Rev. J. G. Higgins, M.A.,  
Director  
Cavan  
and Leitrim  
Railway  
Company.

The accounts  
also examined  
by the Board  
of Works on  
behalf of the  
Treasury.

An exhaustive  
audit made by  
the auditors to  
ascertain the  
amounts  
chargeable to  
the company.

The evidence  
of Messrs.  
Smith and  
Lawder with  
respect to the  
reserve fund.

The County  
Council vote  
the reserve  
fund and make  
the necessary  
allocation to the  
same.

Formation of  
the reserve  
fund suggested  
by the Board  
of Works.  
The consent of  
the County  
Council  
Treasury.

Limitation of  
reserve fund  
and the annual  
contribution.

auditors and the four Board of Trade arbitrators, there are two shareholders' auditors, namely, O. H. Braddell, Esq., late Accountant to the Board of Works, and W. B. Carson, Esq., a director of the Great Northern Railway, Ireland. Last the examinations by these eight auditors and arbitrators should be independent, the accounts of the company are also investigated by the Board of Works on behalf of the Treasury. It may be submitted to the Commission that in view of the ample arrangements made for such an exhaustive audit of the company's accounts on behalf of all the parties concerned, from the Treasury down to the smallest ratepayer to the guaranteeing areas, the allegations of Mr. Gannon, Father Gray, and other witnesses under this head, require no further notice.

52660. Mr. Seales.—Is the function of the arbitrators analogous to that of the auditors?—Yes; they make a very exhaustive audit, and ascertain the amounts which are rightly chargeable to the two companies.

52661. So as to determine that the levy upon the district and upon the Treasury respectively is equitable and right?—Yes.

52662. Sir Robert John.—Pass to the next head.—With respect to the reserve fund, it was suggested to Mr. Smith by a member of the Commission, and accepted by him (30464), that £500 of our 1900 profits was placed to the reserve fund; and that "the shareholders' directors can extract money from the profits on their own authority." We think it nothing short of scandalous that such a statement as that should have been made. The shareholders' directors have no power to extract anything from the profits; nor has £500, or any other sum, at any time been extracted from the profits in favour of a reserve fund. Under the Act, every penny of profit must be devoted and is devoted to the payment of the guaranteed dividend and to the relief of the ratepayers.

52663. Mr. Seales.—You quote the evidence of Mr. Lawder that the directors had done this. I asked Mr. Smith whether he could say how additions had been made to the reserve fund; and he answered, "No, except what the auditors have said in their report." I said, "If the ratepayers and the Exchequer together are paying about £6,000 a year for this railway, it seems strange, if the shareholders' directors can abstract money—not 'extract' from the profits—"That" the shareholders.

52664. "If" the shareholders, was my question. Here it is in print.—The official minute supplied to me reads quite differently from that. You are made to say, "It seems strange that the shareholders' directors can extract money from the profits on their own authority." You can easily understand what enormous damage that might do us in the country. I am sorry that the error was not put right in the copy that has been published in our country. Would you go on to your next remark: "That means that they lay an additional levy of £500 on the railway?"

52665. The suggestion I made there was rather contrary to what you think, because, although Mr. Lawder's evidence was before me, I suggested that the strangeness of such a course rendered it unlikely that they would take it. And your evidence shows that they did it upon the initiative of the auditors, and with the sanction of the County Council.—No; the Council vote the reserve fund themselves, and actually add it to the rate themselves. We have nothing to do with it. The Board of Works suggested to us that this reserve fund should be formed; and it could be formed only with the consent of the County Council.

52666. This is your net revenue account for the last half year (downward rounded).—Yes.

52667. You say there was a profit of only £8 for that half year?—The last half year.

52668. And you debit the account on the other side with £200 for the reserve fund?—Yes.

52669. If there had been profits, that would have amounted to a deduction from the profits for the reserve fund.—No; the amount of the reserve fund is absolutely fixed, being limited to £5,000; and the contribution to the formation of that fund is £600 per annum.

52670. I wish to avoid a conflict about words. In debiting the net revenue with £200, the half year's share of the reserve fund, you do, in effect, deduct the £200 from the profits, if there are profits; and the levy upon the district, by reason of the allocation of that £200 to the reserve fund, would have amounted, first, to the sum necessary to pay the dividend, and, secondly, to the deficiency caused by the

profits not being equal to the reserve?—I cannot agree with that. It appears so in the account; but as to the ratepayers from whom these complaints emanate, they must, under the orders of their own County Council, contribute this £200 per annum, and not a penny of it can be spent without the consent in writing of the Board of Works and the County Councils of Leitrim and Cavan.

52671. Whether there is a profit or not. If there is a profit the reserve fund comes out of the profit; but if there is no profit the reserve cannot come out of it.—Any profits we make are credited to the companies.

52672. First to the reserve fund?—No, to the companies, and the counties then, I assume, in calculating the amount of the rates, will take into account the actual amount of the profit which we have at their disposal. It is utterly incorrect to say that the shareholders' directors, as distinguished from the board directors, have any authority to take a single penny out of the receipts.

52673. The levy in that half year was greater by reason of the reserve fund allocation?—Quite so.

52674. And the amount by which the profits of the half year fell short of the allocation to reserve had to be added to the levy?—Exactly; that is quite obvious. I suppose I may now pass from the reserve fund to "maintenance of offices in Dublin." Mr. Lawder (30216) raised this question; and Father Gray (30439) said that this was a case of "monstrous and wilful extravagance"; that (30003) "it represents a loss of £200 a year," and that a great saving would be made if the offices were removed to Ballinamore. Mr. Smith (30461) raised the alleged loss to £200 a year. The fact is that, far from costing £200 or £250 a year, the rent of the Dublin offices amounts to only £40 per annum. That £40 would not be saved were the Dublin offices removed to Ballinamore; for at Ballinamore there is no accommodation whatever for additional staff, and such accommodation would have to be provided, involving a perpetual charge of 8 per cent upon the capital expenditure thereon. Moreover, the total salaries of the three clerks in Dublin amount to only £120 per annum. Those clerks could not be employed at Ballinamore at anything like that sum. The lowest salaries paid to the three clerks at Ballinamore amount at present to £226 4s. Estimates of the cost of maintaining the offices in Dublin have been prepared from time to time, and the County Council of Leitrim were invited to appoint a deputation to examine these estimates; but the invitation was not accepted. Mr. Lawder stated (30216) that the Dublin office expenses are not shown in the half-yearly accounts. Here, again, Mr. Lawder has misled the Commission. They are included in the half-yearly accounts under the head of "general charges," as all such charges are in the accounts of every other railway company in the United Kingdom. As it is so generally known that the form of railway accounts is prescribed by Act of Parliament, and cannot be departed from, the objections raised by Mr. Lawder and by other witnesses to the form in which the Cavan and Leitrim Railway accounts are presented can be taken only as an indication of the hostility which has marked everywhere for opportunity to complain.

52675. It may be that he is not familiar with the form of the accounts?—I am afraid that he cannot be excused on the ground of want of such familiarity. The Board, as a whole, are satisfied that on grounds of economy alone it is most desirable to retain the secretary's and audit offices in Dublin; and it is so marked that, although within the past sixteen years the subject has been investigated again and again, and directors have been appointed by the Grand Jurors and by the County Councils, who came on to the Board determined to force the removal of the offices, when those directors were placed in possession of the facts and figures they altered their minds; and so prepared for the transfer of the offices has our to that day been made by any of the directors representing the County Councils of Leitrim and Cavan. In the House of Commons on July 9th, 1887, Mr. Hanbury, replying to Mr. J. P. Barrill, said:—"It is within the discretion of the directors of the Cavan and Leitrim Railway where the central offices shall be, and, even assuming that any additional expense was caused by the offices of the company being in Dublin instead of at one of the towns on their own line, it was by no means clear that the affairs of the company, and, therefore, the interests of the ratepayers would benefit by a change." The retention of

the office in Dublin is advisable from other points of view besides that of economy. Mr. Lawder (24315) told the Commission that traffic meetings are held "occasionally at Ballinamore." Father Gray said (24315) "they had some traffic meetings occasionally at Ballinamore." It is very well known that traffic committee meetings are held monthly at Ballinamore, and board and traffic meetings monthly at Dublin. The traffic committee is a committee of the whole Board. The attendance of the baronial directors (all of whom live in the counties of Cavan and Leitrim), is much more satisfactory in Dublin than in Ballinamore, from which it is evident that on grounds of convenience to them, and of advantage to the ratepayers whom they represent, it is advisable to hold the Board meetings and alternate traffic meetings in Dublin. In proof of this we have put in a return (No. 4)\* of the attendances of all the shareholders' and baronial directors at Board and traffic meetings in Dublin, and at traffic meetings at Ballinamore, from April, 1904, when the present baronial directors joined the Board to December 31st, 1907; and we give here a summary of the average attendances at those meetings. Average attendance at 53 Board and traffic meetings held in Dublin: shareholders' directors, 496; baronial directors, 413. Total, 909. Average attendance at 51 traffic meetings held at Ballinamore: shareholders' directors, 393; baronial directors, 153. Total, 546. So that the average attendance of baronial directors in Dublin is nearly three times their average attendance at Ballinamore, and from this it follows that the ratepayers are better served by retaining the office in Dublin.

52675. *Sir Herbert Fisher*.—Perhaps that is enough to say about the office!—The next subject is the proposed extension. The history of the proposed extension of the line, of the Government free grant of £24,000, and of its rejection by the Leitrim County Council, has been published in the book, "Fighting Industries and Promoting Emigration in Ireland, 1908," by the Rev. J. G. Duggan, copies of which have already been supplied to the Commission. The witnesses confined themselves to offering various explanations of the action of the County Council in rejecting the project and sacrificing the grant. Mr. Lawder (24322, 24323), declared that the ratepayers compelled the County Council to reject the extension scheme because of the price charged by the Arigna Mining Company for coal. The reply to this is, that in all the discussions on the subject that took place in the County Council this point of Mr. Lawder's was never mentioned. His statement is quite groundless. Father Gray (24265) and Mr. Smyth (24266) stated that the County Council's action was due to a dread of an increase in the rates. Mr. Gannon (45265) attributed it to the mismanagement of the line. If the explanations put forward by Father Gray and Messrs. Lawder and Smyth and Gannon were in any sense admissible it would be impossible to explain the fact that the County Council had already within two years passed six resolutions in favour of the scheme, for the County Council had all along been familiar with the cost of coal, the amount of the rates, and the management of the line, as good or bad. It was suggested by a member of the Commission (24269) that Mr. Duggan's book states that the scheme was refused because some of the carters feared the County Council. Reference to the book (chapter xii. 1, page 34) will show that that is a misreading. Mr. Lawder (24267) informed the Commission that it is the Roscommon people who get all the benefit of the Arigna mining industry, and would get all the benefits of the extension, and that the Leitrim County Council was therefore justified in rejecting the scheme. This view leaves out of sight the advantage to Leitrim ratepayers in procuring cheap coal for themselves and for the line, and in the extra earnings by the railway company by the haulage of minerals, which in 1906 amounted to £1,385. There are only two miles of the railway situated in County Roscommon. Father Gray (24265) secured the Commission that if the guarantee of £200 a year in perpetuity by the Great Northern Railway Company were given the extension would be made, and Mr. Smyth (24266) said that "if there was any guarantee" the ratepayers would have accepted the extension scheme. Asked as to the guarantee offered by the shareholders' directors, Mr. Smyth (24263) said that "it was not in writing," and was therefore "no use." The three statements of these witnesses have no foundation in fact.

52676. Mr. Sexton.—As to the guarantee offered by the Great Northern Railway Company. It was limited to £200 a year?—Yes.

52677. And they limited its application to one of the two extensions?—True.

52678. And leaving liability open upon the other?—Exactly.

52679. As to the written guarantee offered by the shareholders' directors, was it put into binding form?—Yes.

52680. Was it signed?—The wording of it is to be found in this book. With respect to the Great Northern guarantee, I call attention to the fact that at the County Council meeting in July, 1907, the Council were informed by Mr. Flynn, one of the four railway directors, that the Great Northern Railway had given the guarantee referred to, in writing, and copies of it were distributed to the Council—"a guarantee of £200 a year for all time." But the Council again rejected the project.

52681. Is applied to only one extension?—Only to the Arigna. Then as to the guarantee offered by the directors, which Mr. Smyth declared was rejected because it was not in writing. It was in writing. Copies of it were supplied to the Council. The exact wording of it has been published in Mr. Duggan's book I have just mentioned, page 25. The voices in authority at the Council meeting declared that "they would take no guarantee."

52682. Yes, those were voices, as there are at a great many meetings; but this was a draft guarantee not signed?—It was signed by all the shareholders' directors save two, and those two said "These extensions are not to be for the benefit of the shareholders, but of the ratepayers, and we think that it is most desirable, and indeed necessary, that the ratepayers' directors should join in this guarantee to whatever limited extent they be fixed." They said "We do not want this to go forward as a scheme engineered by the shareholders' directors," and they then said they would withhold their signatures unless some of the ratepayers' directors signed, and when the question came forward the ratepayers' directors all refused to sign.

52683. It was not fully signed, and it was limited to £200 a year, I think?—It was £200 a year for 5 years, that amounting to £1,000.

52684. It was made conditional upon there being no change in the constitution of the Board of Directors?—I think that is so, "provided that the constitution of the Board of Directors remains as at present, and that we do not cease to be Directors of the Company other than by voluntary resignation, or by death." It was quite natural that gentlemen who were about to make themselves responsible for a possible £200 a year should provide that they should be responsible only so long as they had a voice in the management of the line.

52685. Still, as the constitution of the Board was the principal matter of contention between the shareholders' directors and the ratepayers, you will agree that a guarantee conditioned in that way was not likely to be accepted?—It was not accepted, at any rate. And the important point I am trying to make is—and I hope it will be noticed by the Commission—that whatever objection might be raised to the directors' guarantee on the ground that it was not signed, or that it contained conditions possibly objectionable to the ratepayers, no objection of that kind could have been laid against the Great Northern guarantee for our extension. If we had decided to make that one extension the Treasury, which was willing to give us £24,000, would have been quite willing to keep back £12,000, thus allowing us to make the one extension.

52686. Have you any doubt that if a guarantee in a legal and binding form had been forthcoming, without limits as to amount or time, and without the other conditions, the Leitrim County Council would and should have accepted the grant?—I have no doubt that they should, but I have every doubt that they would.

52687. You say so?—I do.

52688. I have read the resolution adopted on the occasion when they rejected the grant, to the effect "that the Leitrim County Council having examined the provisional Bill introduced into Parliament, disapproved of same, and declare themselves opposed to its consideration and passage through Parliament, and hereby instruct the Council's legal adviser to take active steps to prevent its becoming law, three

Nov. 15, 1908

The Rev. J. G. Duggan, M.A., Director Cavan and Leitrim Railway Company

The proposed extension of the line.

The guarantee offered by the Great Northern Railway

Directed to one of the two extensions proposed.

Action taken by the County Council with regard to this guarantee.

The guarantee offered by the directors of the Cavan and Leitrim Railway Company.

Condition attached to that guarantee.

Its rejection by the County Council.

Its rejection by the County Council.

Its rejection by the County Council.

Its rejection by the County Council.

Its rejection by the County Council.

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Its rejection by the County Council.

Its rejection by the County Council.

Its rejection by the County Council.

\* See Appendix No. 4 (VII)

Nov. 13, 1906.

The Rev. J. D. Digges, M.A.,  
Director  
Cavan  
and Leitrim  
Railway  
Company.

The resolution  
of the County  
Council when the grant was  
rejected.—*See*.

Freedom of the  
railways from  
family  
liability the  
governing  
condition.

Extensions  
agreed by  
the Council  
subject to the  
railways  
being exempt  
from liability.

The extension  
imposed by  
the railway.

The Council  
did not decide  
as to the  
suitability or  
efficiency of  
the guarantee.

The railways  
determined to  
avoid increased  
liability.

But they  
should have  
allowed the  
scheme to go  
through.

Because these  
extensions  
would have  
largely in-  
creased receipts  
and reduced  
the levy.

being no guarantee to protect the ratepayers?"—And the amusing part of that (if you call tragedy amusing), is that practically the same gentleman voted our previous resolutions in favour of the extension scheme without asking for any guarantee whatever.

52589. I have gone through various resolutions quoted in your book, and it appears to me, looking dispassionately at the matter, that all those documents seem to make the freedom of the ratepayers from further liability the governing condition!—True; but you do not find that any personal guarantees are demanded at all.

52590. Here is one resolution. "That we, the Joint Commission, approve of the extension, provided that no guarantee is called for from the ratepayers!—*Quies* so.

52591. The meaning of that is that they should not be liable?—*Yes*.

52592. And then again: "This Council desires to thank the Chief Secretary for a grant of £24,000, and approves of the extension, due regard being had to the interests of the ratepayers!"—They are very careful to provide against increased liability for the ratepayers, but they never asked for personal guarantees. We brought forward those guarantees. They refused them. They said, "We will not have this because it is not agreed, and we will not have the Great Northern guarantee because it is signed."

52593. Now, let us look at the whole matter. Those people who had been led to think that they would never have to pay more than one penny in the pound have had to pay 2s., and are now paying 1s. in a poor district, are they not?—*No, 12d.*

52594. With the reserve fund, about 1s., is it not?—*No, 12d., including the reserve fund.*

52595. A heavy tax. And when they stated, on the face of their various resolutions, and especially in the last, that their governing condition was that they should be subject to no further liability, are they not entitled to have their action interpreted on that ground?—*No*; they are not entitled to have their action at that particular County Council meeting interpreted on that ground. Everyone will admit that they were justified in protecting themselves from increased liability; but if you have done me the honour of reading the full description of this County Council meeting in my book, you will see that it was not at all a question of the suitability or efficiency of the guarantee which was decided at the County Council meeting.

52596. Of course, in a popular debate on a question of this kind, which has excited local feeling, many things will be said and many arguments advanced; but where we have a sufficient and substantial cause in the amount of the existing levy, it is not reasonable to presume that there was a real and poisoning dread of a further liability, and a determination to avoid it?—It is quite evident that there was a determination on the part of those people to avoid an increased liability. But this is a case of the Government giving a free grant of £24,000, amply sufficient to extend the railway in both directions, to bring it into immediate touch with the vast mineral stores in the Arigna district, and at the other end with the best cattle districts in Sligo, Roscommon, and everyone, including the ratepayers' directors, who went into the matter to any extent, satisfied himself that the object of these extensions would be to largely increase receipts and reduce the levy. That being so, when the leaders of the people were satisfied with this, and the Treasury were giving a free grant, with no interest, of £24,000, the ratepayers should have allowed the scheme to go through.

52597. The free grant would have done no more than make the line. You, from your point of view, affirm the opinion that the additional branches would have been profitable. But I suggest that, having regard to the confident predictions made twenty years ago about the fortunes of the proposed line, and to the disastrous results, people not acquainted with the possibilities of railway development may be pardoned if they entertain some doubts of the prospects of the new branches. Is there nothing to be said for that point of view?—I think that probably everything that can be said for that point of view you have said.

52598. Do you think it impossible that the minds of the ratepayers were affected by those considerations?—I think that anyone who found himself involved in larger liabilities than he anticipated would be in the position of the burnt child who dreads the fire.

52599. Yes, the maxim has been already quoted here—"Once bitten, twice shy." I venture to submit to you that if there were put forward by the Arigna Mining Company, or by anyone, a guarantee in a binding form against possible liabilities, the Leitrim Council would have accepted the grant.—I do not agree, and I think you are altogether long sighted of the fact that there is a vast difference between the two cases. In the first instance it was a number of "outsiders," representing interests which are not the interests of the representative ratepayers, calling upon them to underwrite extensive liabilities amounting to 5 per cent. on the capital of £200,000 on very wild schemes which proposed to earn £6 a week, and to be worked at 50 per cent. of the receipts. In this other case, this second case, it is a proposal coming from the representatives of the ratepayers themselves—the best men in the county, who, having gone into this thing from the beginning to the end, satisfied themselves that it was going to be a success, and passed our resolutions in favour of it. There must have been some final reason, which had nothing to do with guarantees or risks, for the rejection of that scheme, and I held that what is stated in my book as the final explanation, is the only possible explanation.

52700. But the Arigna-Collooney line was projected at that time?—It had not become to any extent a question of practical politics.

52701. Surely the construction of that line will alter the whole situation, and may make your line unprofitable?—Well, we, who are supposed to know something about the condition of affairs, think that the making of that line will enormously increase the taxation of the people, because it will take away the largest part of our mineral traffic, and a part of our cattle traffic. But the Collooney scheme was not then before the public at all in any practical shape.

52702. The scheme had been discussed for years. It had been projected at that date, and it was a possibility of the future?—How can it be possible that it had been discussed for years, when it has only just been passed? I never saw that proposal until the Bill was printed.

52703. The intention to make the line was discussed and given in evidence here during the early sittings of this Commission?—But the early sittings of this Commission are long subsequent to the rejection of our railway scheme.

52704. The Arigna-Collooney scheme was debated long before that?—If you can tell me when it was debated in our county, antecedent to the rejection of this scheme, I will take the information from you.

52705. I think I have been familiar with the subject for five years past?—With all respect, I think you are entirely wrong.

52706. I think that the Arigna-Collooney scheme is by no means a new one. Whilst some people hold with you that this extension will certainly pay, I think the ratepayers may reasonably assert that the extensions, if they were made, would benefit the Arigna Mining Company more than any other interest, and that it lay with the Arigna Mining Company more than anybody else to give the necessary guarantee?—The Arigna Mining Co. is a small company, with a maximum capital of £4,000, and exists practically, if not solely, for the purpose of providing cheap fuel for the locomotives. To ask that company to make a line to increase largely the railway's haulage of minerals would seem to my mind ridiculous, and especially when the Treasury comes forward with the free grant of £24,000. Why should even the Arigna Mining Company be asked to put down £24,000 when we find the British Treasury prepared to do it?

52707. The grant was simply to construct the line. The question of liability arises after the line is made?—The grant was to meet the expenses of the construction of the line. I understood you to say that as the company would probably benefit most, it was only reasonable that it should make the line.

52708. I did not say "make the line." I spoke of a guarantee. I understood you are working three quarters time, and that you are greatly embarrassed by having to cart coal three miles?—*Yes*; so that we can supply only about 50 per cent. of our coal.

52709. If you had this line made to the pit your men would work full time, and therefore your interest in the extension is so obviously greater than that of anybody else that I think the Arigna Company might offer some guarantee against liability for the construction of the extension?—The liability must

owing to the state of the law, rest upon the ratepayers in the first instance. With respect to the Arigna Company saying they will guarantee the ratepayers against possible loss on this extension, it is worth noting that some of the directors of the Arigna Company have their names upon this guarantee, and it is a great mistake to think that the Arigna Company as a concern, like Guinness's Brewery, who are making enormous profits, I think the Arigna profit last year was not more than £100.

52710. You have paid 5 per cent. for many years, and you have returned the whole capital in bonuses, and you have a good reserve fund?—I do not know about that. I think that if you examine the accounts you will not be so situated that the company is in a flourishing condition.

52711. A small profit may bear a large proportion to a small capital?—But the capital is £4,000. What is the proportion of £100 a year to profit to that?

52712. On the whole, I would impress upon you the consideration that if an effective guarantee had been forthcoming, the Leitrim County Council could not, in view of their previous resolutions, have refused to sanction the proposal?—My contention is that on no condition whatever would the ratepayers of County Leitrim at that time have consented to the construction of an extension or extensions, or to any conceivable project which might have been the means of increasing the business of the Arigna Mining Company.

52713. Do you really think they were more anxious to prevent the prosperity of the mining company than to save themselves from liability?—Well, you will find in this book a report of the meeting at which the scheme was finally rejected, and also that various objections, none of which had any effect upon the meeting, were raised to the scheme. The chief effect on the meeting was the effect of the blackthorns which were behind in the gallery. Hundreds of small boys, not ratepayers, but prospective ratepayers, were brought in with blackthorns to awe the Council, and, finally, you will see in my book "the real objection which led to the rejection of this scheme, and the sacrifice of the Government's free grant of £24,000, was not publicly disclosed until the last moment. It had been generally known, but never openly admitted. At last it was given away by an outsider, who was brought into the Council to 'sway the gallery.' He made it plain that the opposition to the scheme was of a political nature, directed against the directors and shareholders of the mining company, who were described as 'the enemies of the people.'

52714. Surely the directors and shareholders of the mining company were pretty well known in the district for the last twenty years?—The shareholders of the mining company, as a matter of fact, are not particularly well known in the county at all, because you can discern who the shareholders are only by sowing the list of them.

52715. But the directors, representative men, are certainly well known. Your argument about politics, which I am sorry you have thought it necessary to introduce, might have some weight if there were not so strong a financial consideration upon the other side. Apart from politics altogether, it is apparent that those people, who are bearing a heavy burden as things stand, were unwilling, and I think it would be strange if they were not unwilling, to incur any further liability?—I have not the slightest hesitation in saying, and I have been mixed up in the extension scheme from the beginning, and have attended all these meetings, that it was entirely on the ground of politics that the whole scheme was rejected. "These men are enemies of the people." So they were described. The County Council were asked, "Are you going to allow a scheme to pass through which will have the effect of putting money in the pockets of those enemies of the people?" That, I say, is the true explanation of the killing of the extension scheme. It mattered not that the Arigna Company is a limited company, expending about £5,000 per annum in wages in one of the poorest and most neglected districts in Ireland, saving the ratepayers of Leitrim and Cavan about £1,000 a year in the price of locomotive coal alone, and supplying traffic to the line of over 60,000 tons in eight years; it was necessary, from a political point of view, to hamper their industry by any means, and at any sacrifice. The whole subject of the proposed extensions, and the history of the Cavan and Leitrim Rail-

way and the Arigna Mining Company, may be found in the book "Fighting Industries," and at pages 31-36 of the book the killing of the scheme is described, and the ostensible objections are critically analysed. No attempt has ever been made to question the facts disclosed in that book.

52716. Colonel Hutchinson Poo—I think I am right in saying that the grant of £24,000 was to provide not only for the extension to the Arigna Mines, but also for the extension originally contemplated in the other direction?—Yes.

52717. The contention of the ratepayers of Cavan and Leitrim from the first was that if those extensions had been made as originally projected, the position of the guaranteeing areas would have been very different?—Yes.

52718. The southern extension would have been the most profitable portion of the line?—Yes.

52719. And as regards any flow of the capital sum of £24,000 being insufficient to provide these extensions, the sufficiency was not open to question?—No.

52720. The Public Works Department sent down an independent engineer to investigate the question, and he gave it as his opinion that £20,000 would suffice?—Yes.

52721. The only question was any possible deficit on working expenses?—Yes.

52722. Am I right in saying, in regard to the existing railway, that from the very first, and certainly for the last five years, so far from there being any deficit in working expenses, the receipts had shown a profit over expenditure of about £1,000 a year?—Yes; that is to say, £1,200 a year we had before the County Council when they rejected the scheme.

52723. Is it, therefore, reasonable to assume that where the working line itself gave you a surplus of £1,000 a year, the extensions originally provided for, when carried out, from which such an important traffic was expected, would also not only pay their expenses, but probably contribute a little over and above?—We think they would contribute greatly to the traffic over the whole line.

52724. In view of the attitude taken up by the people from the first with regard to these extensions, and the five or six resolutions passed from time to time by the County Councils, is it possible to conceive that those same County Councils, who would be getting the extension which they originally contemplated, who would be put to no possible expense, as regards construction, and who would only be liable for an imposable deficit on working expenses, should refuse to incur this liability?—It is very difficult to understand.

52725. Especially in view of the fact that the shareholders and directors, and so on, were willing to give a guarantee for a limited period?—Yes.

52726. Mr. Scrive.—And for a limited sum?—Yes.

52727. Colonel Hutchinson Poo—I think you said, when this grant was rejected, the question of the Arigna-Collooney-Sligo line was not a living question?—Not a living question.

52728. And even if it had been, and if the Government had given you a grant for an extension to Arigna, that grant would have been a very valid ground of opposition by your railway to this new line?—I should not go so far as that; but if the projected line to which Mr. Scrive refers ever comes to be made, that company, and not our company, will own the extensions to the pits, and will consequently have a great advantage over us.

52729. You are aware that there was opposition up to a certain point by the Midland Great Western to the construction of this Collooney-Sligo line?—Yes.

52730. And if the Government had given you a grant in order to develop those coal mines, and an extension right up to the coal mines, had you any reason to fear that the new line would hamper you?—Not so much.

52731. At any rate, your extension would have been a very valid ground of objection to raise against the construction of this new line?—Yes.

52732. So that from every point of view I think it is a reasonable assumption to say that the ratepayers, after their previous attitude in connection with this line showed a most extraordinary and unreasonable attitude in rejecting this free Government grant which carried with it so small a liability?—I think so.

52733. Sir Herbert Jekyll.—Do you wish to say anything about the minor points?—They are very minor.

Nov. 13, 1905

The Rev. J. G. Digby, M.A.,  
Director  
Cavan  
and Leitrim  
Railway  
Company.

The grant  
proposed, but  
not accepted,  
for extension  
of the railway.

£24,000 was  
allotted suffi-  
cient to con-  
struct the  
extension.

Statement of  
the Board of  
Works'  
engineers.

The only  
question was  
possible deficit  
in working  
expenses.

The profit of  
the C. and L.  
Railway at the  
time this  
scheme was  
rejected.

The extensions  
would prob-  
ably have  
contributed  
greatly to the  
profits of the  
line.

Difficulty in  
understanding  
the rejection of  
the scheme in  
view of the  
guarantee  
promised.

The Arigna-  
Collooney  
Railway  
Scheme.

The opposition  
up to a certain  
point of the  
Midland Great  
Western  
Company.

Apr. 15, 1908.

The Rev. J. G. Digges, M.A.,  
Director  
Cavan and Leitrim  
Railway.

The Cavan and  
Leitrim Rail-  
way expendi-  
ture and  
receipts from  
1889 to 1907.

The expendi-  
ture has not  
increased in  
the same ratio  
as the receipts.

I should think we might pass over them. Owing to what the Chairman was good enough to say yesterday about the defence we had been making I do not think we need go into small questions like pilfering buckets of coal. But with regard to a question that Mr. Sexton raised about the expenditure and receipts—that the expenditure had gone up out of proportion to the receipts—it is not so. In 1889 our receipts were £6,750, in 1907 they were £12,315, an increase of £5,565, or 82 per cent. Now, the expenditure in 1889 was £7,562; in 1907 it was £10,770, and adding the reserve of £800 it was £11,570. That is a total of £5,808 of an increase, or only 51 per cent., including the reserve fund, so that the expenditure has not at all increased in the same ratio as the receipts.

22734. Mr. Sexton.—Could you apply that method of computation to the years included in your first return?—I should think I could. If you wish we will have it supplied to you.

22735. Thank you.—Now I come to the conclusion. Owing to the volume of evidence put forward against the company it has been necessary for our evidence-implicitly to go at length into the various points raised by the witnesses, and to lay before the Commission the real facts of the case under the various headings. The figures supplied show beyond contradiction that the management of the line has been characterized by remarkable economy and progress. It is, of course, regrettable that it has not been possible to relieve the ratepayers entirely of the railway tax, but in view of the earnings of other railways in this country it would be entirely unreasonable to expect the Cavan and Leitrim Railway to pay its expenses and also a dividend of 5 per cent. upon its capital. There are only three railways in Ireland that pay 5 per cent. out of earnings.

22736. Bear in mind the enormous burden of capital—I do, and between those and the Cavan and Leitrim line of 48½ miles there is no comparison possible. The impossibility of the case will be manifest when it is noted that the dividends payable upon the company's capital amount to £9,589 per annum, whereas the total receipts in the best year amounted to only £12,315. Now, as I mentioned before the Mohill Dairy Company, in which I am interested, I may point out that the Mohill Dairy Company, with a capital of £800, turned over last year £10,000, while the railway, with a capital of £190,000, turned over only £11,000. The only apparent remedy for the present situation lies in the direction of extensions, such as were originally contemplated and were recently provided for by the Government grant of £34,000. That extension scheme, had it been carried through, would have very largely increased the earning power of our line without a corresponding increase of expenditure. It is to the last degree regrettable that local influences should have prevented the carrying out of that scheme. No extra taxation of any kind was involved in it, and the relief it would have brought to the ratepayers would have been very considerable.

22737. That is a prophecy, an assumption!—Well, you can put it that way. Nevertheless, it is certain that the railway has conferred very substantial advantages upon the ratepayers in return for their contributions. Agriculture, trade and commerce have been developed in the districts; prices for agricultural produce have been raised, and prices for farmers' requisites have been lowered. Farms and markets have been improved, and local industries have been fostered. Father Gray (26446) asserted the Commission that "the line has been a signal failure." But others, who speak with perhaps more experience and authority, testify to the contrary, and attribute to the railway many very substantial improvements which have taken place in the condition of the districts affected. For example, at a public meeting held in Ballinacorney on November 18th, 1907, the Very Rev. D. M'Breen, R.P., Chairman of the meeting, who had had a long experience of the course of events in all the districts served by the line, congratulated the people upon the progress of their town, and added that "for the last 30 years they had advanced by leaps and bounds."

22738. Of course a railway is a great advantage to any district, apart from the particular circumstances of Cavan and Leitrim.—Father M'Breen continued, "that the numbers attending their fairs and markets had more than doubled." It is certain that there could be produced before this Commission hundreds of witnesses who would corroborate Father M'Breen's statements as to the advance that has been made in the country's progress since the Cavan and Leitrim line was opened. Moreover the following facts are very remarkable: 1. The evidence given against the company has been confined to five witnesses, two of whom are ex-officials of the company, with supposed personal grievances to ventilate. 2. No complaints whatever had been put forward on behalf of the County Cavan ratepayers.

22739. Their tax is comparatively light.—It is proportional. They are taxed according to the amount of capital which they originally guaranteed.

22740. But it is proportionately a light tax per £, a light postage tax.—It is a light postage tax, because most of our traffic tends to go north.

22741. As a matter of fact, it is about half the postage rate of Leitrim, is it not?—No, it is not half. Item 3. Not one of the six named directors has appeared before the Commission to object to anything in connection with the management and working of the line. 4. With respect to (a) receipts and expenses and general management; (b) the connection with the Arigna Mining Company; (c) the duties and rights of local auditors; (d) the reserve fund; (e) the maintenance of offices in Dublin; (f) the proposed extensions of the line; (g) the minor points, that is, with respect to all the points grouped under seven of the eight headings of evidence above, the named directors appointed by the County Council to represent the ratepayers upon the Railway Board have acquiesced in the proceedings of the Board.

22742. The exception is the important one of the constitution of the Board?—The important one of the constitution of the Board. These gentlemen acquainted with all the details of management, as the local witnesses are not, properly represent the ratepayers, having been appointed by the elected representatives of the people. Their absence from the list of witnesses against the company is submitted as the most eloquent testimony to the straightforward and successful manner in which the line has been and is being worked.

Mr. Sexton.—Subject to the observation that the working entails a heavy tax on the district

we have no complaints under these headings; though Mr. Williams, a witness before the Commission, complained that we gave no cheaper rates for quantities. That is not so. We have in operation specially cheap rates for large quantities.

22743. Where does the line terminate in Cork?—At Cossylee.

22744. Is that a terminus of your own?—Yes.

Examined by Mr. Sexton.

22745. Your line ran into the same terminus as the Bandon line for a number of years?—Yes; we did, and the line was constructed to run into the Bandon terminus at Cork, which it did from 1866 to 1873.

22746. And for the last 30 years you have had a separate terminus at Cork?—Yes.

22747. That is very convenient, is it not?—It is regarded as an out-of-the-way position by a few. But the witness, Mr. Williams, stated that it was

22748. Sir Herbert Jekyll.—You are the Traffic Manager of the Cork and Macroom Railway Company?—Yes.

22749. Do you wish to give the Commission any information as to the rates charged on your railway, and as to its management?—We have been regarded as one of the most moderate in our rates, which are very far from the maximum.

22750. And there has been no dissatisfaction?—No. On the contrary, we have been frequently complimented upon the management and on the low rates.

22751. Is your passenger traffic good?—Yes. We have had a substantial increase in that respect owing to the frequent cheap excursions run for the past few years.

22752. Do you cultivate the excursion traffic, that is the tourist traffic, I suppose?—Yes.

22753. You say there is no complaint either as to fares for passengers or rates for merchandise?—No;

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Collective  
that the man-  
agement of the  
line has been  
economical and  
progressive.

Only three  
railways in  
Ireland that  
pay 5 per cent.  
out of earnings.

Dividends  
payable on the  
capital.

The only  
remedy for the  
present situa-  
tion lies in the  
direction of  
extensions.

The railway  
has conferred  
very substan-  
tial advantages  
on the rate-  
payers.

Agriculture,  
trade, and  
commerce have  
been developed  
in the district.

Mr. J. J.  
Barry, Traffic  
Manager  
Cork and  
Macroom  
Railway.

The Bandon  
Railway rates  
are most  
moderate and  
much below  
the maximum.

There has been  
no dissatisfac-  
tion.

Substantial  
increase in  
passenger  
traffic.

Cultivation of  
the excursion  
and tourist  
traffic.

Mr. J. J. BARRY, Traffic Manager Cork and Macroom Railway, examined by Sir HERBERT JENTLE (in the chair).

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about  $\frac{1}{2}$  miles, which would be equivalent to 2,540 yards from the centre of the city. It is only 1,145 yards distant, and about 10 minutes' walk.

32753. Possibly the two companies were unable to agree upon financial terms for the use of the terminus?—Yes; that is what led to the severing of the connection. My company were forced in self-defence, at a cost of £250,000, to take the new premises.

32754. And recently when you considered the question of amalgamation I believe the same kind of difficulty arose. You were unable to agree upon the question of money?—Yes. My company are not opposed or averse to amalgamation on fair and equitable terms, subject to the approval of the shareholders.

32755. You wished that the terms of amalgamation should be such as would secure you the dividend that you were actually paying at that time?—Exactly.

32756. And they refused that?—Yes.

32757. You have improved your dividend since?—Quite right.

32758. Then it was very fortunate for you that you did not amalgamate?—It has proved so.

32759. Sir Herbert Jekyll—Has there been a question of amalgamation of this line with another line?—Yes; there have been several meetings with a view to amalgamation, but the parties have disagreed.

32760. Amalgamation with whom?—With the Cork and Brandon Railway.

32761. Mr. Serles—I suppose your company has no objection to any reform of Irish railways provided your shareholders receive fair terms?—That is so.

32762. Would it be a great advantage to the City of Cork, and generally to the South of Ireland, if amalgamations were completed in the city both by your line having a more convenient terminus, and also by connecting all the lines in Cork. There would be a greater facility for traffic and for through rates, and so on?—It would not affect the progress of our traffic in that respect. We are not very far from the centre of the city, and the carriage to or from Capwell terminus is not more, but in some cases less, than it is to other stations.

32763. Do you think there is any prospect of your coming into the Brandon terminus again, or of any amalgamation by purely voluntary action on the part of your company?—I am not in a position to answer that question.

32764. Have you, in your abstract, any other matter to which you think it is important to call attention?—I do not think there is anything farther.

32765. If there is anything more you desire to mention you are quite at liberty to do so?—With regard to the witnesses who complained about our goods train service, I say that the alteration of our service was at the instigation of the merchants of Macroom. The time of the day was very awkward for the railway company, as it meant the crossing of trains on a single line. The old arrangement had worked for a number of years without any grievance to the Macroom district. An application was made by the Urban Council requesting a change of that train, and we made the change immediately, and it has worked very satisfactorily since. But the witness, Mr. Williams, insisted to say that in addition to the goods train at 10 o'clock in the morning we had a 5 a.m. mixed train. And late deliveries after the departure of the 10 o'clock train would be forwarded by that train. If it were represented to us that it would accommodate the district which the line serves we should immediately remedy the evil. We are always not only willing, but anxious to meet the requirements of the district.

32766. You made this alteration at the request of the local representative body, and it has given satisfaction to them?—Yes.

#### Examined by Colonel HUTCHINSON POE

32767. I think that your line is in the happy position of working at a lower rate of expenditure than any other line in Ireland except one?—That is so.

32768. Is that due to charging high fares or excessive goods rates. How do your rates compare with those of other companies?—The result is due to judicious economy and to watchfulness over expenditure.

32769. I think your traffic is principally passengers and goods, with a very small mineral and live stock traffic?—A fairly good live stock and merchandise traffic, but a small mineral traffic.

32770. And you exercise such economy that you are able to bring down your rates very considerably below the level of the rest of the Irish railways?—Yes.

May 10, 1898.

Mr. J. J. Barry, Traffic Manager, Cork and Macroom Railway

The complete and complete train service.

The alteration made at the request of the Macroom merchants.

The Company always willing and anxious to meet the requirements of the district.

A lower rate of expenditure than any other line is Ireland except one.

Due to judicious economy and watchfulness over expenditure.

The principal traffic.

Mr. ANDREW SPENCE, Secretary, Londonderry and Lough Swilly Railway Company, examined by Sir HERBERT JEFFKES (in the Chair)

32771. Sir Herbert Jekyll—You have come specially to give corroborative evidence on behalf of the Londonderry and Lough Swilly Railway Company?—Yes.

32772. Will you mention the first point to which you attach importance?—To begin with, I should like to say generally that my company have done a good deal to develop industries in the district served. We have now 100 miles of line running through Donegal, and I will read out the names of a few of the industries which we serve, and which have all come into being since those lines were constructed. We have a brick and tile works near the City of Londonderry, and a lead metal quarry at Banerana. The mineral resources of Donegal are immense, but only a few of these have been developed. Bog iron, which is raised in large quantities and used for gas purification, is mined from two stations on the line. And my company give very low rates on the line. And my company is accustomed to the ore until a cargo is reached on our premises. We give them every facility we can in that way, so that a very satisfactory industry has grown up. We have a flagstone quarry at a station called Cashel-nagore, to which my company put in a special siding to facilitate dealing with the product. A carpet factory has also been started at a station called Gully.

32773. I understand that you are here rather to reply to some evidence which has been given to the Commission by other witnesses?—That is true, but I wished to make a general rough statement to show that since the construction of these lines a good deal of activity and prosperity have come into the district in consequence.

32774. I do not think you need go into details?—I shall not go any further.

32775. Have you anything to say in reply to Mr. John Sweeney's evidence?—He complained of the rate for empty fish barrels from Londonderry to Burtport, a distance of 75 miles; he complained that our rate was 12s. 4d. per ton. The answer is that although the barrels are loaded at 12s. 4d. per ton when they go down, nevertheless, if we carry fish on the return journey, a rebate is granted to the fish dealer reducing the rate to 6s. 8d. per ton. We had to introduce that rule owing to the pressure of giving us large quantities of empties to carry to Burtport which were afterwards filled with fish, and sent away by sea. Only 10 out of those empty barrels can be put in one wagon; so that when we carry the fish we carry a wagon load of empties for 3s. 4d. 75 miles.

32776. Mr. Serles—Is it not 6s. 8d.?—Yes, 6s. 8d.

32777a. You said 3s. 4d. You get 6s. 8d. for 20 cart 1.—We do, but we reduce it by half if we carry back the barrels filled with fish. The witness also complained with regard to fish workers' tickets. In my proof there is a return showing that in 1905-6 we issued those cheap tickets to 168 fish workers. In the year 1907 we issued them to 162, and in 1908 to 210. These figures are not large, because there is only a small group of girls at Burtport who have become experts in the handling of fish, and who come up to Scotland and the Orkney Islands during the fishing season; and we look those return tickets at single fares.

Mr. Andrew Spence, Secretary, Londonderry and Lough Swilly Railway Company

Mr. J. Sweeney's evidence.—Complained as to the rates for empty fish barrels from Londonderry to Burtport.

If fish is carried on the return journey, a rebate is given. Complained with regard to fish workers' tickets.

The return are large, as only a small number of girls have become experts. The fares charged.

Nov. 15, 1904.

Mr Andrew  
Spence,  
Secretary,  
London and  
Leigh  
Safely  
Railway  
Company  
Mr. J.  
Secretary's  
evidence—con.  
Complaint as  
to harvest  
men's fares.

Member  
called since  
the opening of  
the Bartonport  
line.

52777. Colonel Hutchinson POC.—I think there is in your figures a clerical error to your own disadvantage. A lot of your rates are given here, such as "Bartonport ordinary single fare, 10s.," but that ought to be return fare!—It ought to be return fare; I have corrected it in my own proof.

52778. Mr. Sexton.—You give this concession to small parties; not to individual workmen?—From three upward, they generally travel in groups. I should say that these tickets, issued at a single fare, are available for return at any time during the fishing season, when the girls leave to return home. Complaint was also made as to the fares charged to harvest men. "I will hand in a list of the rates and the mileage, showing that very low rates, about a halfpenny per mile, are charged to the harvest men. I will supplement what is in the proof by saying that since the Bartonport line was opened in 1903 we have carried 35,078 harvest men at these low rates."

52779. Colonel Hutchinson POC.—Why do you carry the harvest men for a lower fare than you charge the fish girls?—It is not really lower. The fish girl gets a return ticket. She goes away for a short time only, and returns when the season is over. The fare for fish girls is a return fare.

52780. No; ordinary fare 5s. 8d., reduced to 4s. 3d. There are just three instances in which single fares are given. In every one of these instances the fare is 1s. more than you charge the harvest man. You give the concession to the harvest man singly, and to fish girls only in parties of four or five upward. Why is that?—There is no sound reason for that.

52781. I think it is worthy of your attention!—It would have been put right; but all the subsequent entries in 1905-7-8, were return fares. And the girls travel at a lower rate than the harvest men because they get return tickets at single fares.

52782. It seems rather inconsistent that when they do travel in single parties they should be charged a higher rate than the harvest men!—It is.

52783. Sir Herbert Jekyll.—As to the rates for cured fish between Crolly and Derry, said to be high as compared with the rate between Bartonport and Derry, what have you to say?—That is a purely fictitious complaint. Bartonport is the terminus and the fishing station, and then you come to an important station, where there is no fish traffic. That is why there is no special rate from Crolly. Complaint was also made that the local rates, Belfast to Derry and Derry to Bartonport, are cheaper than the through rates, Belfast to stations on the Bartonport line. The rate to Derry is very low owing to sea competition. So it is cheaper to book to Derry, and re-book to stations on the Bartonport line.

52784. Has the steamer competition been long in existence?—It started shortly after the opening of the line, but there has not been any steamer running for over twelve months. Nevertheless, my directors decided that although the rates were very low, so great an advantage was taken of them that they would not raise them. Although the competition has ceased, the public are still getting their goods at the low rates.

52785. Mr. Sexton.—Is there anything to prevent a revision of the through rate upon the basis of the sea competition?—There is not, if it were sought for; but no application for such a revision has been made. For the moment I do not see any objection to it.

52786. It would be very convenient to book through in one transaction?—There is really not much in it.

52787. Sir Herbert Jekyll.—Have you anything to say about the rates for cured herrings between Bartonport and Portadown?—The answer is similar to the point about the rate from Crolly; we never have the pleasure of carrying a box of fish consigned to Portadown. All the fish are sent to the populous centres, where prices can readily be got. No one would send fish to Portadown, where it would probably go to loss.

52788. Then we come to Mr. McLaughlin's evidence. He complains of the want of a through rate from Manchester to Buncrana!—I have no answer to that, except to say that if there had been any genuine demand for it, it would have been granted. The witness alleges that he mentioned it verbally about five years ago; but his efforts began and ended with mentioning it verbally to the manager.

The total traffic from Manchester to Buncrana would amount to about twenty tons in the year. Buncrana is a small and pleasantly-situated seaside resort, not a large maritime centre. Our company are members of the English and Irish Conference, and they have no objection to through rates when there is any application made for them. In fact, we sometimes put them into force before we are asked to do so.

52789. Then he made some mention of the rate for small parcels?—Our rate for small parcels is a special parcel rate, nearly 30 per cent. lower than that of the Irish Clearing House scale. We had parcels at half that scale if the consignor signs an ordinary risk note. As regards through parcels in Ireland, we adopt the Clearing House scale. We also book parcels through to England at the same rate.

52790. Then Mr. McLaughlin alleged delay in the conveyance and delivery of traffic?—Delays may have occurred in isolated cases. He mentioned one case, in which he was in a particular hurry, of a consignment which came down early in the morning, but he did not get it when he came. There is no doubt he did not get it when it came, but he got it as soon as the driver and fireman came on duty at 9.45, and shunted the wagon to where the goods could be taken out.

52791. Mr. Sexton.—He said that he got it at two o'clock?—There is some conflict of evidence, but in my court that was an isolated case. There is no general complaint with regard to the two services of goods these every day.

52792. Sir Herbert Jekyll.—Then he said something about the want of train connections with other companies' lines?—I have with me one of our published time-tables, in which we show not merely the running of our trains, but the running of the trains on the two trunk lines terminating in Londonderry. For instance, we have a train arriving in Derry at 7.45 in the morning, and the time table shows that a train leaves Londonderry for Belfast at 8 o'clock. I have frequently gone to Belfast, starting by the 7.45, and have returned the same day. But while that is so, I must say the through traffic is very small. The great bulk of our traffic is into Londonderry in the morning and out again in the evening. There is a large residential traffic down the line.

52793. Have you had complaints from local people as to the want of connection?—Mr. McLaughlin said before the Commission the only complaint we have had on the subject, except that some complaint has been made that our 8.30 p.m. train, the late train of night, has been discontinued, except on Saturdays. It was used so sparingly and ran so empty that its directors discontinued it recently, except on Saturdays, so that people who wish to go to Belfast and return the same day have to choose Saturday for the trip. We should not have more than three or four passengers from the trunk lines in the week for this train.

52794. Do you wish to say anything in reply to Col. Piers' evidence?—I do. He complained that when the rates for fish from Bartonport to London were being arranged any company would not just be dealing with the traffic by terminals and mileage, but insisted on having a fixed proportion of 30 per cent. But he should have added that this fixed proportion was at once agreed to by all concerned when the rates were being arranged, because it had already been in force for years for the same traffic when it came over the Donegal Railway from Fintona to Strabane.

Examined by Mr. Sexton.

52794. How long has it been in force?—Since the Fintona line was opened.

52795. How long have you had it?—Since the Bartonport line was opened in 1903, about 5 years. If the Donegal received 20s. per ton for their 30 miles from Fintona to Strabane, we naturally asked for the same amount for double the distance from Bartonport, and that was at once agreed to at an interview between representatives of the companies on December 10th, 1902. The Minute, which I have before me, does not show whether the proportion was proposed by the Great Northern Company or by our company. At any rate, it was agreed to mutually without a word of protest.

\* See Appendix No. 5 (I. and II.)

Complaint as  
to the high  
rates for cured  
fish between  
Crolly and  
Derry.

The low rates,  
Bartonport  
and Derry, due  
to sea competi-  
tion.

Which has  
been raised, but  
the low rates  
still in operation.

Nothing to  
prevent a  
revision of the  
through rate  
on the basis  
of the sea  
competition.

Mr. J.  
McLaughlin's  
evidence.—  
Complaint re  
absence of  
through rates  
between  
Manchester  
and Buncrana.



52796. Mr. for your line out of 70s 1.—It is, as clearly explained in the admirable letter from the Board of Works, which Mr. Pleva read to the Commission, quite customary for small lines on which the traffic originates to claim a fixed proportion of the through rate. The Board of Works quoted, as an instance, the rate from Kinsale to English stations via North Wall, and also pointed out that our rate, as stated above, was based on the previously standing rate from Fintona, a station on the Donaghal Railway partly owned by the Great Northern Company. But I should like to explain that the Donaghal Railway Company, although they have a division sheet showing that they get 1s. per cwt. for this traffic, afterwards put that 1s. per cwt. with the Great Northern Company.

52797. Is that permitted by railway practice. After all the companies have agreed not only to a rate, but is a certain division of it, can two companies go away from the others and make a fresh division of their part?—It is irregular, and is, so doubt, done without the knowledge of the English companies, who consent to a special fixed proportion being allowed to the small line where the traffic originates. Still it is always pooled and divided between the Great Northern and the Donaghal.

52798. Colonel Hutchinson P.O.—It would not affect the English company?—No; they would not get any more.

52799. Mr. Section.—It is curious that when all the companies have agreed that a rate shall be divided in certain proportions, including a certain proportion to the Donaghal, and another to the Great Northern, the Great Northern and the Donaghal should redivide their proportions afresh?—That is what is done. The reason why I mention it is, that after we had arranged these rates with the Great Northern they made a similar proposal to us. They said "the sum accruing to the Irish companies to be sub-divided in the same manner, namely, on traffic on Belfast and Dublin, 60 per cent. to the Great Northern and 40 per cent. to the Lough Swilly." We decided to agree to that proposal.

52800. Do you explain anywhere how that would have affected your 30s 1.—It would have considerably reduced our proportion. That was why we did not agree to it.

52801. And would have considerably increased the proportion of the Great Northern?—It would.

52802. On what ground or principle do you say that a small company should have something larger than the mileage rate? If, upon a long route, you have a small company forwarding the traffic, their share by mileage would perhaps be too small?—It would. Cases would arise in which we might be getting 1/20th of a £, and that would be infinitesimal. Besides it is a principle that the longer the distance goods are carried the lower the rate per mile.

52803. And the more necessary it is that the short-distance forwarding company should be protected by some special arrangement?—That is my point.

52804. Sir Herbert Jekyll.—Does the 30s. per ton rate represent your ordinary local rate?—No; our ordinary local rate from Burtonport to Derry is 35s. 3d. In agreeing to 30s. as our fixed proportion, we were agreeing to a substantial reduction.

52805. Is there any reluctance on the part of your company to adopt through rates?—None whatever. An impression seems to have gained ground that there is; but it is quite unfounded. We have had some difficulty in inducing the Great Northern Company to agree to through rates with us. In a letter from their manager, dated 12th December, 1901, he says:—"I am certainly not going to fill our books with rates that will never be used for the Board of Works or any other applicant." It was at the suggestion of the Board of Works that we asked that these through rates should be put in force. I should like, in connection with that, to refer to a statement made by Mr. Pleva, that he had subscribed to as a full list of through rates, now that the line from Sluane to Letterkenney would shortly open. In answer to question 46625, he stated that in connection with the opening of the new line from Letterkenney to Sluane, he had proposed a full system of through rates by that route, and he expected there would be an improvement as far as local traffic was concerned. He threatened to go to the

Railway Commissioners if we did not agree, but the fact is that no such proposal was received by us until the day before yesterday, although Colonel Pleva's evidence was given as far back as the month of July, 1900.

52806. Mr. Section.—You have not mentioned about the bearing rate on page 4 of your proof?—I wish to say that those proposals have only just reached us, and that no doubt arrangements will be made quite satisfactorily.

52807. Mr. H. Jekyll.—It is open to negotiation between the two companies?—It is, and I do not anticipate that any recourse will be required to the Railway Commissioners.

52808. Mr. Section.—You will put no obstacle in the way of through rates by the new route?—We will not. We have already arranged a number of them satisfactorily. I should like to explain to the Commission that, although our proportion of the through rate from Fintona and the other stations on the Donaghal line is the same, the Donaghal proportion of the gross rate to London is not the same. Our through rate is 70s.; by the Donaghal line it is 65s. And I wish to explain how it comes about that, although we agreed to have the same rates and the same divisions, a higher rate was put in force. The gentlemen who deal with rates arranged this on 10th December, 1902. I have the minute before me. On 11th December, a day later, we received the following letter from the Great Northern Company:—"Rates for perishable traffic—Londonderry and Lough Swilly Companies' stations and English stations. Our interview yesterday. I discussed the matter with my general manager this morning and he considers that the rates for fish and other perishable traffic as above from the Burtonport group to England should be 5s. per ton (3d. per cwt.) over the existing rates from Fintona, Glenties, &c. This would mean that the rates for herrings and mackerel in 3-ton lots would be London and Birmingham, 3s. 6d.; Manchester, 2s. 6d.; Liverpool, 2s. 3d. And so on, as regards the other stations shown in your list. Please let me know if you agree to this." My point is that as increase from the rates arranged by responsible officials was secured at the last moment by the personal intervention of Mr. Pleva. And yet he comes here, and complains of that very 3d. per cwt.

52809. You would not agree to the reduction in the rate for herrings from 23 10s. to 43 5s. Is that what you refer to?—Yes. I wish to refer to it in detail, because the proposal to reduce the rate from 43 10s. to 43 5s. was not made by Mr. Pleva until the subject became one for discussion before this Commission, and until the evidence was given by Mr. Sweeney of Burtonport.

52810. Let us understand. Do you mean that Colonel Pleva first insisted that the through rate from your line should be 5s. more than from the Donaghal line—70s. and not 65s.?—I do.

52811. He procured that?—Yes. Note the date, in December, 1902.

52812. And then he complained here that you refused to reduce it from 70s. to 65s.?—He did.

52813. What do you say about that?—I say that, forgetting that he was himself responsible for the difference in 1902, as 1900 he proposed the reduction.

52814. Sir Herbert Jekyll.—Were you willing to make it 65s.?—All along.

52815. It was, at his instance that it was made 70s. and not 65s.?—It was; and in a letter which I have here he proposed that it should be reduced.

52816. Mr. Section.—What date is that?—How many years after the increase. He then made a proposal contrary to what he had secured before?—On the 18th April, 1907, he proposed the reduction, referring to the evidence given by Mr. Sweeney before this Commission in March, 1907, but he coupled with that proposal a condition that the mode of division, which had been in force since the opening of the line, should be altered; and that, while a small—I might say a contemptible—reduction of 3d. per cwt. should be given to the 3d. dealers, we should reduce our proportion by 50 per cent.

52817. Sir Herbert Jekyll.—By what would his proportion be reduced?—It would be substantially increased.

52818. Mr. Section.—Out of a rate of 70s., as it stood, you received 30s., and the other companies 40s. 1.—That is correct.

Nov. 12, 1909

Mr. Andrew Spence, Secretary, Londonderry and Lough Swilly Railway Company.

Mr. Col. Pleva's evidence.

The proposed through rates in connection with the opening of the new line Letterkenney to Sluane.

Proposals only notified recently.

A number of these rates already arranged.

The proposal to reduce the rate for herrings to London. Not made by Col. Pleva until discussed before the Commission and after Mr. Sweeney's evidence.

Coupled with the proposal was a condition as to the mode of division. Division of the gross rate.

Proposed division beneficial to Great Northern at expense of Lough Swilly.

Nov. 13, 1906.

Mr. Andrew  
Spence,  
Secretary,  
London and  
Lough  
Swilly  
Railway  
Company.

12.-Col.  
Plews's  
complaint—con.  
The proposal  
to reduce the  
rate for  
herring is  
London—con.

Complaint as  
to excessive  
train arrange-  
ments for fish  
traffic.

Time service  
during the  
herring fishing  
season.

Mode of dealing  
with the traffic  
at Derry.

Correspondence  
between the  
Board of Works  
London and  
Lough  
Swilly and  
Great Northern  
(London) Com-  
as to delays to  
fish traffic.

Failure of  
Lough Swilly  
trains to  
connect at  
Derry, on  
several  
occasions.

Excessively  
speedy trains  
by Great Nor-  
thern Co. for  
the traffic.

But an alter-  
native route  
available.

The suggestion  
that the Derry-  
port line had  
not improved the  
service for  
fish traffic  
restricted.

58218. And the proposal of Colonel Plews was, to reduce the rate of 70s. to 65s., out of which you would receive, not 30s., but 10s. 8d., while the other companies, who had received 60s. out of 70s., would receive, out of the lower rate of 65s., 54s. 4d. That is quite correct.

58219. Sir Herbert Jekyll.—That was not an acceptable proposal?—We did not believe it was a *bona fide* proposal; at any rate, we did not agree to it.

58220. Colonel Plews complained about the train arrangements not suiting the fish traffic?—He did. He suggested that a train ought to leave Booterport earlier; and in Answer 46616 he said that if a train was to start about mid-day, it would ensure the fish getting into Londonderry in time. All this shows that Colonel Plews has not informed himself either as to the times of the existing trains, or as to the local conditions which govern the time of their departure from Booterport. During the herring fishing season the trains leave Booterport at the following hours: 7.0 a.m., 1.0 p.m., and 3.30 p.m. The herrings are caught at night, and are landed at from 9 a.m. to 3 p.m., according to the distance of the fishing ground from which the fishing boats are returning. As they arrive the fish are shaken out of the nets, and auctioned, and bought by the group of buyers in attendance 95 per cent. of the fish are sold. As a general rule, they command a better price sold than when put on the market fresh. Those to be sold fresh are dealt with first; and some can be auctioned, packed, and delivered in time for our 1.0 p.m. train, which arrives in Derry at 5.30 p.m., and connects with the Scotch boat leaving at 6.30 p.m., and the Great Northern Railway train leaving at 9.30 p.m. Any additional fish which are to be disposed of fresh, but which are not ready in time for our 1.0 p.m. train, are forwarded by our 3.30 p.m. train, and they arrive in Londonderry at 8.10 p.m., and are then sent by the Great Northern Railway's 9.30 p.m. via North Wall. If they leave Londonderry at 9.30 on the Monday night, they reach London on Tuesday evening, and are exposed for sale in the London markets early on Wednesday morning.

58221. Mr. Serle.—We have read a long correspondence, extending over several years, between your company, the Board of Works, and the Great Northern Railway Company; and it certainly does appear that your failure to connect with the 9.30 p.m. train from Derry did handicap the traffic a great number of times, delayed that train, and, consequently, apparently, the running of a special train on several occasions. And whoever may be in fault, it is quite clear that if that traffic is to be satisfactorily carried on, there should be some better arrangement for connection at Derry?—No doubt one or two delays at Derry did occur, but they were isolated instances, and the fish were sent forward by a special train. But I wish to explain to the Commission, that if Colonel Plews had not seen his way to send these fish forward by a special train, they would not have gone to loss; they would have been sold in London all the same, at the same time.

58222. How is that?—Because they would have travelled by the Midland Railway via Larne and Stranraer, arriving in London at 7 o'clock in the morning. As a matter of fact, some considerable quantities of fish coming down the Donagh line have passed by the 9.30 train, then late in Derry all night, and have been forwarded by the Midland route via Larne and Stranraer next morning.

58223. Sir Herbert Jekyll.—The traffic has to be carried across Derry?—It has, in any event.

58224. Mr. Serle.—The anxiety of Colonel Plews is rather—?—To secure the fish for his own route. He is naturally anxious to do that.

58225. Sir Herbert Jekyll.—What ground is there for the statement by Colonel Plews that the opening of the Booterport Railway has not improved the service?—That statement was made without adequate inquiry, and is wholly wrong. Large quantities of salmon are landed to us every morning during the season; we will say they are landed to us on a Monday morning between 5 and 6.30. They are caught during the night. Those fish are sold in London on Tuesday morning, and can be had for dinner in London hotels on Tuesday night. That was quite impossible before the opening of the Booterport line. We have a very valuable traffic in fish; and it is in our interest to give it the best possible dispatch; and the prod-

uct we are doing so as found in the tonnage we have carried. We carried in 1903, when the line was opened, 760 tons of fish; in 1904, 1,530 tons; in 1905, 3,693 tons; in 1906, 2,228 tons; and in 1907, 1,570 tons.

58226. Colonel Hutchinson Peck.—A great falling off?—The tonnage depends entirely on the success or failure of the fishing.

58227. Mr. Serle.—Can you distinguish the quantity of salmon?—I have it in a separate return, which I will hand in.

58228. Colonel Hutchinson Peck.—Before the Booterport line was opened how long did it take to get the fish from Fintona to London?—There was a long carriage, and it took a day longer, except on rare occasions when they could get the carts started so early in the morning as to catch the evening train from Fintona, when then could connect with 9.30 p.m. train from Londonderry.

58229. Sir Herbert Jekyll.—In any case, is your train service designed to meet the requirements of the industry?—It is, and if the fishermen could catch the herrings and land them to us before 7 o'clock in the morning, as they can the salmon, it would be easy to have them in London on the next morning. But we do not get the herrings till 1 o'clock, and it is some time 2 or 3 o'clock before we get them.

58230. Mr. Serle.—On account of the salting?—I am talking about fresh herrings. The delay is in buying and packing and so on.

58231. Sir Herbert Jekyll.—For salt herrings the delay does not matter?—No. I should like to submit respectfully that it was not quite generous of Col. Plews to make those statements against my small company, which is on friendly terms with his, especially when he based his attack on such inaccurate information so as to dispose of. Then some rather extraordinary statements were made by Dr. Thompson regarding my company and the narrow gauge railways of Ireland generally. One or two points in Dr. Thompson's evidence I should like to contradict. He stated, at Question 3038, that we burnt the waste of coal, which caused delay. The truth is that we have burnt no coal for the last 10 years except what we got from the Elbow Vale and Tredaga Coal Companies in Monmouthshire; and that is the best coal procurable. The only additional coal we have used is some Scottish coal for lighting-up purposes. Dr. Thompson said that the Letterkenny line was dangerous, and that we did not spend a penny on it for maintenance. The line is worked under a stringent agreement with the Board of Works, and it is regularly inspected by their efficient engineers. Their worst criticism will not blame them for showing such mistaken kindness towards us as to allow us to let the efficiency of the line become impaired. It is maintained in first-rate condition—exactly the same condition as our main line. We have a man to the rule to maintain it, and it is regularly inspected by the Engineer of the Board of Works, who may bring to our notice some trifling matter from time to time, but he would not endorse Dr. Thompson's sweeping statement.

58232. What about the weight of rail?—It is a very light rail, 40 lbs. to the yard, and therefore requires extra careful maintenance.

58233. Were the rails 40 lb. rails originally?—Yes, they have not been changed. The rest of our railway is laid with 50, 60, and 70 lb. rails. The line is leased to us under a working agreement by the Board of Works, and is only 40 lbs. We hope before long to make an arrangement by which it can be so laid, in order that trains may run at higher rates of speed and that we may have changing engines at Letterkenny. Dr. Thompson also complained very bitterly about our charging the fish merchants the rent of a field at Bannara, which we obtained from the Treasury as surplus land. The fact is that six or seven years ago no fish were caught at Bannara, but an enterprising Scottish fisherman came over and I drove round with him and interviewed a number of landowners, but we could not get a foot of ground north of the Swilly on which to cure his fish. I said "It is contrary, perhaps, to our power, but you shall have a piece of land along our rails to give this thing a trial." We did not charge him any rent for it until his enterprise became a good industry. Now the merchants are tumbling over one another to get this very convenient ground as curing stations, and we charge them a rent, which is included in the receipts of the Carradough line, with the result that

\*See Appendix No. 5 (III)

ed in every shilling goes to the Treasury, and the other 5d. helps to relieve the ratepayers, who are responsible for a certain amount in respect of the Carradough line.

52834. *Mr. Sexton.*—The other surcharge goes to the ratepayers, does it?—It would if there was not a sufficient margin already. As a matter of fact they have not been called on because of those and other receipts. Mr. Thompson said, generally that the trains on both my line and the Denagel line did not use the automatic brake, and that it was dangerous to travel. The Board of Trade see to that. Every train that leaves our station is equipped with the automatic vacuum brake, in perfect order. If such a thing as a failure of the brake took place we should have a special meeting of directors to inquire into it. When mixed trains are used, as many are, we run brake vans in the rear of goods wagons in the proportion set down by the Board of Trade regulations.

52835. *Sir Herbert Jekyll.*—Is there an automatic brake on goods trains?—We have it on the portion that is coupled up. If there are in the rear three or four wagons not fitted with the vacuum brake, they are protected by a brake van, with a brakeman behind. The same arrangement is in force on the Denagel line.

*Examined by Colonel Hutchinson Poy.*

52836. There is a considerable factory population at Lendonderry?—A very large population.

52837. Do you give those people any facilities in the way of cheap tickets or workmen's tickets. Do they live in Derry or outside?—The great majority live in Derry. We have a train which arrives in the morning at twenty minutes to eight, and the factory work begins at eight. Although very few girls use it, a good many clerks and managers connected with the factories live down the line. To encourage that we give a free third class ticket for seven years to everybody who builds a cottage of not less than £8 in value, and a first class to everyone who builds a house of £20 in value.

52838. Does that apply to all distances?—Only to outside resorts 12 miles off. A few factory girls who live in their own houses five or six miles away travel up and down.

52839. Do you give any facilities in the way of common tickets?—We carry half a million passenger-wagons in the year, the greater proportion of whom

pay only surcharge. Our trains are filled every Thursday, Saturday, and Sunday with factory workers and others going to the seaside for a few hours.

52840. *Mr. Sexton.*—Is that a short distance traffic?—Twelve miles.

52841. Because we are sometimes told that there is no short distance traffic in Ireland. I venture to think that inquiry might reveal as large a proportion as in England?—On my line, and perhaps on the County Down line, there is a good deal of short distance traffic, but not on the large trunk lines.

52842. *Colonel Hutchinson Poy.*—Can you show what are your average fares, first, second, and third class, per mile?—On the main line we charge 180s. per mile for the third class, and the return fare, instead of being a single and two-thirds, as on all the trunk lines, is only a single and half. So that our fares are lower in scale than those of other Irish companies.

52843. Your first class is what?—It is double the third class.

52844. Now, as regards goods rates. Can you show what they are for the commodities which principally pass over the line?—We begin with the manager's scale, that is the foundation upon which our rates are built; but we have low rates for all the principal traffic with which we deal. For instance, to Buncrana, which is 76 miles away, our rate for groceries, liquors, drapery, and so forth, is only 30s. 10d. per ton, including cartage in Lendonderry.

52845. Thus you have a certain amount of stone traffic?—We have.

52846. Do you give low rates for that?—Our rates for stone from the quarry in Buncrana is 1s. 1d. per ton for twelve miles. For the bag-ore traffic from Kilmacrenna the rate is 3s. per ton for 37 miles. For flagstone traffic it is 3s. 7d. per ton for 57 miles, we of course, providing the wagons.

52847. I suppose the reduced classification in force on all the Irish railways applies to your line?—It does.

52848. Have you any modified special classification in addition?—No; but we have a very great number of special rates; in fact, 90 per cent. of our traffic is carried at special rates, which have been cut down from time to time on the representations of the people interested, so that we have very seldom a complaint in regard to rates on our line.

Nov 13, 1908

Mr Andrew Spence,  
Secretary,  
Lendonderry  
and Lough  
Swilly  
Railway  
Company.

The greater  
proportion of  
passenger  
traffic carried  
at cheap  
seasonable  
fares.

A great deal of  
short distance  
traffic.  
The fares  
lower in scale  
than those of  
other Irish  
railways.

Low goods  
rates for all the  
principal  
commodities.  
The reduced  
classification in  
force on all the  
Irish railways  
applies.

No special  
modified  
classification,  
but half of the  
traffic carried  
at special  
rates.

*The Commission adjourned till Tuesday, 8th December, in London.*

## EIGHTY-EIGHTH PUBLIC SITTING.—TUESDAY, 8TH DECEMBER, 1908.

In Westminster Palace Hotel, London, S.W.

Commissioners present:—Sir CHARLES SCOTTER, BART. (Chairman); Right Hon. LORD FISKE, P.C., K.P.; Sir HERBERT JENKILL, K.C.M.G.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH; and Mr. JOHN AUDLEY FREDERICK ASPINALL;

Mr. GEORGE E. SHANAHAN, Secretary.

Dec. 8, 1908.

Chairman.—Rev. Mr. Duggan has sent a statement here which I have not had time to read. I think he had better leave it with us and we will look into it, and if it contains anything which we think important in answer to questions which he has not already given it will be put on the Minutes of Evidence for to-day, but I cannot at the present time say how much or how little will be added. I regret having not had time to read it.

Mr. Barrington, Solicitor.—I think part of it is in reply to questions put by Mr. Sexton.

Chairman.—Anything we think necessary we will put in.

The following is the statement as revised by the Commission:—

Statement of  
the percentage of  
increased  
receipts and  
expenditure of  
the Dublin and  
Leitrim Rail-  
way limited  
in 1890.  
J. G. Duggan,  
M.A.

"The percentage increase of receipts and expenditure for 18 years (1890-1907) are, respectively, as follows:—1890, increased receipts, 15 per cent., increased expenditure, 12 per cent.; 1891, receipts, 15 per cent., expenditure, 9 per cent.; 1892, receipts, 15 per cent., expenditure, 10 per cent.; 1893, receipts, 25 per cent., expenditure, 8 per cent.; 1894, receipts, 33 per cent., expenditure, 8 per cent.; 1895, receipts, 43 per cent., expenditure, 12 per cent.; 1896, receipts, 36 per cent., expenditure, 14 per cent.; 1897, receipts, 50 per cent., expenditure, 12 per cent.; 1898, receipts, 42 per cent., expenditure, 13 per cent.; 1899, receipts, 55 per cent., expenditure, 19 per cent.; 1900, receipts, 55 per cent., expenditure, 18 per cent.; 1901, receipts, 61 per cent., expenditure, 21 per cent.; 1902, receipts, 67 per cent., expenditure, 28 per cent.; 1903, receipts, 80 per cent., expenditure,

32 per cent.; 1904, receipts, 75 per cent., expenditure, 51 per cent.; 1905, receipts, 67 per cent., expenditure, 48 per cent.; 1906, receipts, 71 per cent., expenditure, 48 per cent.; 1907, receipts, 82 per cent., expenditure, 51 per cent.

Average increase of receipts, 1890-1907, 42.55 per cent. Average increase of expenditure, 1890-1907, 22.66 per cent.

We think that the best way to deal with this line will be for the Treasury to increase its contribution to the dividend from a maximum of 2 per cent to 5 per cent. This would, at the outset, involve an increased contribution of £5,000 per annum—not a very large sum to ask for when it is borne in mind that other Light Railways in Ireland were made by free Government grants, involving no tax upon the ratepayers, and that in our case the ratepayers, it is stated, have already contributed £80,000. If the Government would also cancel their grant of £24,000 (which has already been voted) for the extensions, and would make their increased contribution to the dividend contingent upon the passing of the extension scheme by the County Council of Leitrim, I am confident that the extensions would be made, and that the increased earnings would speedily make a substantial reduction in the annual contributions from the Treasury, and the line would be placed in a satisfactory condition from every point of view. The Treasury, of course, would have representation in the control of the line, and the ratepayers would be permanently relieved from the heavy taxation to which, during so many years, they have been subjected, and which they would have escaped altogether had the project been deferred until after the passing of Mr. Gerald Balfour's Act."

Mr. ALEXANDER G. REID, General Manager, Dublin and South Eastern Railway, examined by the CHAIRMAN.

Mr. Alexander  
G. Reid,  
General  
Manager,  
Dublin  
and South-  
Eastern  
Railway.

52849. You are general manager of the Dublin and South Eastern Railway?—I am.

52850. How long have you been connected with that Company?—Since March, 1900.

52851. What is the total length of the line?—The length of the line, including the separate undertakings, is 160 miles 63 chains.

52852. How much of that is single and how much double?—The double portion of it is 39½; all the rest of it is single, 121.

52853. Where are the double portions?—From Amiens street to Killybeg, 11 miles, Harcourt street, to Bray 12½ miles, and from Newlands to Wicklow 4½ miles. Total, 39½.

52854. The capital expenditure on your line for some reason has been somewhat abnormal?—Yes.

52855. Can you explain why?—To begin with, the cost of obtaining the Act of Incorporation, I think in 1846, was exceptional. It amounted to no less than £41,534. Then in 1867, after we had taken a lease of the Dublin and Kingstown Railway, we had to alter the gauge by agreement with that company from the English gauge to the Irish gauge. To do so cost £28,000. Then we had also to replace an atmospheric line, which had been running between Kingstown and Dalkey by a steam railway.

52856. What did that cost you?—That cost us £26,535.

52857. Those were all what might be termed exceptional capital charges?—Yes.

52858. Mr. Acworth—Does that £28,000 mean the cost of the atmospheric fitting that was done away

with?—No. It means the cost to the company of the conversion of the atmospheric line into a double railway line.

52859. That is just what I thought. It was originally a single atmospheric line?—It was.

52860. There was a certain amount of money wasted by the atmospheric fitting that was done away with?—Yes. But the £28,000 included making a single line into a double line.

52861. That can hardly be called exceptional expenditure. It was additional expenditure?—Yes.

52862. Chairman—We will call it exceptional and additional?—Yes.

52863. Mr. Sexton—How far is it from Kingstown to Dalkey?—Two miles.

52864. Did it cost about 245,000 a mile?—About that.

52865. To put down the railway?—To put down the railway. It is through rock cutting very largely. Practically the whole of it, as you know, from Kingstown to Dalkey is through rock, and it was made on what they call the cut and cover system.

52866. Chairman—Cut and cover?—Yes. It is not tunnelled, but it is bridged over for a considerable length.

52867. Mr. Sexton—You had to proceed as if it was atmospheric railway had been there?—Yes, because the course of the atmospheric railway was tortuous, and we really made a new line, getting little advantage from the fact that there had been originally an atmospheric railway.

Mr. Serles.—£48,000 a mile is a unique figure as regards Irish railways.

Chairman.—It is the average of English railways.  
 52866. Mr. Anwerth.—Did the atmospheric railway never get nearer to Dublin than Kingstown?—Never. It was only from Kingstown to Dolly. Of course, it had as physical connection with the original Dublin and Kingstown line.

52869. Chairman.—What is your total capital expenditure?—The total capital expenditure on the railway to December, 1907, was £2,306,533.

52870. What does that make the cost per mile?—I should like if you would allow me to add to that the fact that we have to pay a rent of £20,000 for the Kingstown railway, 6 miles, which is equal to 4 per cent. on a capital of £750,000. Adding that £750,000 to the £2,306,533, we get a total of £3,056,533, which, applied to the mileage of the Wicklow railway, including that of the Dublin and Kingstown, represents a total cost of £21,079 per mile.

52871. How does that compare with the cost per mile of the other Irish railways?—It compares with the capital cost of the other Irish railways as follows:—Great Southern and Western, £11,113; Great Northern, £13,782; Midland Great Western, £11,844; Belfast and County Down, £16,045; Cork, Brandon and South Coast, £6,648.

52872. Mr. Serles.—Your cost per mile is not very far from double that of the other principal Irish lines?—Yes.

52873. Lord Ferns.—Am I right in thinking that the £20,000 and these other charges were all charged to capital account, and that you paid none of it out of revenue?—Yes, none of these amounts were paid out of revenue.

52874. There was £160,000 charged to capital that did not bring any additional revenue in?—These three items I would not like to say that the conversion of the atmospheric to a steam railway did not bring in additional revenue, because the atmospheric railway, I believe, never was exceedingly profitable. In fact, I doubt whether it made a profit at all, and it has been profitable as a steam railway. I mention these facts as to cost and comparison with the other companies so showing to some extent the difficulty that the Wicklow Company has had in providing a profit for its shareholders as compared with the other companies.

52875. That goes without saying, when your capital outlay is nearly double that of the other railways. You go on a little further and come to the Fishguard and Rosslare Railways and Harbours Acts of 1893. What have you got to say about that?—I should like to say about that, and as leading up to it, that we made an extension. We decided to go on with an extension of the line from New Ross into Waterford, under powers obtained in 1897, and at that time we thought we were justified in doing so, because we had an agreement with the Waterford and Limerick Company, which then was the line running into Waterford, by which they undertook to provide a portion of the capital, and they also entered into terms with us as to the provision of traffic for the proposed new line, and it was understood that by this arrangement we would not only be able to finance the new railway without difficulty, but that when constructed we would have not only a satisfactory revenue from it, but an interchange of traffic between these two undertakings, which up to that time had not been connected.

52876. Your opinion from your experience is that that extension of made, and the arrangement with the Waterford and Limerick Company if effected, would have been an advantage to the parent company?—It would, and to the Waterford and Limerick Company.

52877. How was that upset?—All this was changed by the action of Parliament in the seasons of 1898, 1899 and 1900. In 1898 the Fishguard and Rosslare Harbours and Railway Act was passed, authorising that company to construct lines, among others, between Rosslare and Waterford, thus providing a new and shorter route between Waterford and Wexford in competition with the Wicklow Company's route via New Ross and Macroom.

52878. Did you oppose that in Parliament?—Yes.

52879. Unsuccessfully?—Not altogether unsuccessfully. We did not prevent the passage of bills, but we obtained protective clauses.

52880. You got clauses?—Yes, in the 1898 and 1900 Acts.

52881. But I suppose you opposed the construction of the railways?—We opposed the bill.

52882. The provable?—Yes. In 1898 the Great Southern and Western Company had come to terms with the Waterford and Limerick Company, under which it was arranged that the two companies should be amalgamated, and that amalgamation was carried out by the Great Southern and Western and Waterford and Limerick Amalgamation Act of 1900.

52883. What effect had that amalgamation upon your railway?—It was most unfortunate for the Wicklow Company, because it substituted at Waterford a powerful and keenly competitive company for the friendly Waterford and Limerick, whose co-operation and assistance had been promised when the New Ross extension Act of 1897 was passed. Parliament, I may say, realised the hardship inflicted upon the Wicklow Company by the changed circumstances brought about by the Acts of 1898, 1899, and 1900, and gave us protection, in the shape of very strong facility clauses with contingent running powers, in the Fishguard Act of 1898 (Section 57), and, in the Amalgamation Act of 1900, the Wicklow Company were given running powers for both passenger and goods traffic between Waterford and Limerick, as well as strong facilities clauses, with regard to rates, etc. (vide Sections Nos 31 and 32).

52884. When was the Waterford extension line opened?—The Waterford extension was opened for goods traffic on 15th February, 1904, and for passenger traffic on the 27th April, 1904; the Fishguard route was opened on the 30th August, 1905, and has since been in operation for passengers and goods traffic.

52885. Mr. Anwerth.—For two years you had the only route between Waterford and Wexford?—We had.

52886. Chairman.—And a shorter route?—There was a somewhat shorter route. The Great Southern route was 34 miles, and our route by way of Macroom was 42.

52887. Had you any communication with the Great Southern Railway Co. with regard to through routes via Waterford?—Before the opening by the Wicklow Company of the New Ross extension we communicated with the Great Southern Company, and applied to them for through rates by the new route, not only for Dublin, but for cross-channel stations via Dublin from all the stations upon the lines converging upon Waterford.

52888. Mr. Serles.—Equal through rates?—Yes; we asked for the same through rates that they had in operation.

52889. Chairman.—Did they give you the same through rates?—No. They refused to give us any rates at all except local rates between stations upon their line and stations upon our line other than Dublin.

52890. What did you ask for?—A complete system of through rates from all stations on the Dunganville line and the Waterford and Limerick line.

52891. I suppose you asked on the faith of the clause which you had got in those previous Acts?—Yes.

52892. You felt you had power to ask those things?—Yes. May I read sub-section 4 of section 31 of the Amalgamation Act of 1900? It says—"In all cases where the Wicklow Company's route to and from stations on the Waterford Company's system is a reasonable route there shall be a full and complete system of through rates and fares by the Wicklow Company's route and such through rates and fares shall not be higher than the through rates and fares by the route of the company."

52893. That seems plain enough?—Now, the route of the company at that time for cross-channel traffic from stations between Waterford and Limerick Junction was via Waterford, putting it generally; in other words, all the traffic that they could influence and control was sent by the Great Western steamers, or some of the other steamers leaving Waterford for cross-channel ports, and my contention was, that that being the route of the company, we were entitled to rates not higher than the rates applied by that route, to be applied by the New Ross and Waterford route to Dublin and beyond. We were refused any rates at all upon the allegation that the route was not a reasonable one.

52894. Mr. Anwerth.—Did you give a date when you made this allegation?—I forget the exact date at this moment, but it was some time before the opening of the New Ross and Waterford extension line.

Dec 8, 1905.

Mr Alexander G. Reed, General Manager, Dublin and South-Eastern Railway.

Amalgamation between the G. S. & W. and W. & L. Co. in 1898 is to amalgamation.

Carried out under the G. S. & W. and W. & L. Amalgamation Act of 1900.

Effect of this amalgamation.

A powerful and keenly competitive Co substituted for a friendly one.

Protection given to the G. S. & W. by way of strong facility clauses with contingent running powers.

Date of opening and mileage of the Waterford Extension and the Fishguard route.

The Co's application to G. S. & W. Co for equal through rates via the Waterford extension refused.

Only local rates between their stations and stations on the D. & S. & E. system.

Sub-section 4 of section 31 of the Amalgamation Act of 1900.

Through rates refused on the objection that the D. & S. & E. route was not a reasonable one.

Dec. 3, 1906.

Mr. Alexander G. Reid,  
General  
Manager,  
Dublin  
and South-  
Eastern  
Railway.

G. S. & W. and  
W. L. & W.  
Co's Amalgama-  
tion Act of  
1900, &c.

Application  
for through  
train made  
before opening  
of the Water-  
ford extension.

Running  
powers can-  
celed after  
refusal of  
through train.

The first idea  
to bring the  
matter before  
the Railway  
and Canal  
Commission.

But it was  
considered  
better to put  
on the running  
power train.

Details referred  
by G. S. & W.  
Co. to other  
through rates.

The question  
of rebates.

These  
originated with  
the G. S. & W.  
Co.

52995. Before the opening of your route?—Yes.  
52996. At that time, of course, there was no other route to Dublin off the Limerick system except by your route, unless it went up by Thurles or Limerick Junction, or something of that kind?—Yes.

52997. You applied in preparation for the opening of your route?—Yes.

52998. Of course, if you had got your rates then there was no route between Waterford and Rosslare then?—No. The Rosslare route was not opened for two years afterwards.

52999. Then when you first applied you were not in competition with Rosslare?—No, but we were in competition with the steamer service direct from Waterford to Millford.

53000. That had been so all the time?—Yes.

53001. But you applied and did not get it. Did you renew your application when the Rosslare line was opened?—No, by that time we were getting the traffic, or such of it as we could get, by our running power train.

53002. Chairman.—I understood you had not only that clause which you have read, but you had running powers under the Act?—Yes.

53003. And you decided after they refused the rates to exercise these running powers?—We did.

53004. Mr. Awerth.—Give us the date?—We made our application and were refused the rates.

53005. Mr. Sexton.—When did you apply?—We applied at the beginning of the year 1904, before the opening of the extension railway into Waterford.

53006. Some weeks before you opened the extension for goods traffic on the 15th of February, 1904?—Yes, probably two months.

53007. Not two months, but six weeks from the beginning of the year?—Yes.

53008. Mr. Awerth.—When did you start to use your running powers?—On the 2nd of May, 1904. I have a short statement about this which, perhaps, you would allow me to read?

53009. Chairman.—Certainly. Anything you think necessary we will allow you to give at such length as you may wish?—I would like to state that, having been refused any rates at all by the Great Southern Company, we considered what we should do, and the first idea was that we should go to the Railway Commission and attempt to get the rates under the clause that I have read for you. We were then advised that if we did so it would probably mean very lengthy proceedings, and it might be some months, and possibly a year or two, before we should be able to get the rates, because if we opened the question of facilities granted under the Act of 1900 to various routes it would bring in all the other interested parties, and cause expensive, and, it might be, very long proceedings.

53010. Mr. Sexton.—As it did eventually?—It did eventually prove so. We were therefore advised that the shortest and quickest way was to give notice that we would put on our running power train. We gave notice, and commenced to exercise our running powers on the 2nd May, 1904. We commenced them between Waterford and Limerick Junction, and for goods traffic only. With regard to that, there was no settlement as to the payments to be made for the running powers until the matter was brought before the Railway and Canal Commission.

53011. Was the refusal of the rates before you opened the line for goods traffic, or was it in the interval between the opening of the line and the exercise of the running powers?—We could get no definite answer until after the line was opened. Then there was a definite refusal.

53012. Between February and May?—Yes.

53013. Chairman.—Then you went to the Railway and Canal Commissioners?—Before that I would like to refer to the question of rebates, because that is an important one.

53014. It has been mentioned several times?—They occurred long before we went to the Railway Commissioners, and formed one of the subjects that came before them, and I would like to put to you exactly what the position was.

53015. It has been stated before that you began this system of giving rebates?—That I don't admit.

53016. You deny it?—We deny it. With regard to the question of rebates in our running power district, the position was this—shortly after the opening of

the New Ross extension to Waterford, the Dublin and South-Eastern Company had applied for through rates between stations on the Waterford and Limerick line to Dublin, and cross-Channel stations via Dublin, to be applied via New Ross and Waterford, but were refused all such rates, and in addition to that, when traffic was entered from Harcourt street, Dublin to Clonmel, at the existing rates from Kingbridge to Clonmel, the Great Southern Company refused to accept the through entries and charged the local rates. They also refused to book perishable traffic for Manchester, tenders to them at Clonmel, consigned via New Ross and Dublin. The result was, that having opened the line into Waterford, the Dublin and South-Eastern Company found themselves unable to obtain any traffic from places beyond Waterford by the new route, notwithstanding sections 30, 31 of the Amalgamation Act of 1900, which were intended for the protection of the Dublin and South-Eastern Company. In these circumstances the Dublin and South-Eastern Company intimated to the Great Southern and Western Company, that unless the through rates in operation by competing routes were applied to the new Dublin and South-Eastern route they would exercise the running powers and make their own rates, which in accordance with the subsection would not be higher than the through rates and fares in operation by the route of the Great Southern Company.

53017. Mr. Sexton.—Would anyone desiring to send traffic from the running-power line by your route to an English station have been obliged to book first to Waterford, and then to re-book by your system? That is so. In fact, that is what took place subsequently. The Great Southern Company still refused through bookings, and the running-power train was put on on the 2nd of May, 1904. According to Mr. Neale, question 42963, it was proved at the Railway and Canal Commission that the Wicklow Company commenced the rebates, but I cannot agree with that statement.

53018. I think it right to draw your attention to this fact, that Mr. Justice Madden, the presiding Commissioner at the hearing, said, in his judgment:—"As a matter of fact, the war of rebates appears to have begun with the Wicklow Company"—I am going to put something before you.

53019. That statement will have to be dealt with by the Commission. Now is your time to answer it?—We denied before the Railway Commission that we had begun it, but I want to explain the facts as fairly as I can. We admit that neither of us should have done it and are sorry. We have thrashed it out now, but I don't like to see it remain on the record of your Commission that we began this and were altogether in the wrong. According to Mr. Neale, question 42953, it was proved that the Wicklow Company had begun the rebates. I cannot agree with that statement. Mr. Neale, at question 42956, stated that the Wicklow Company had begun the rebates shortly after they commenced their running powers, that is some time after the 2nd of May, 1904, but on March 12th, 1904, Mr. Neale wrote to Mr. Bodden, who was then district agent for the Great Southern Company at Waterford, intimating that his company were prepared to make temporary reductions in rates between stations on the Limerick line and Dublin or cross-Channel stations in order to get the traffic, and also said that they should be prepared to consent for traffic against all comers. We obtained a copy of that letter on discovery in connection with the Railway Commission proceedings. I have a copy of that letter and will read it if you wish. It is from the Great Southern Railway Traffic Manager's office, Dublin, March 8th, 1904. "Carriage for traffic in Carrick, Clonmel, etc., for Dublin and cross-Channel stations via Dublin. Dear Sir—My letter of the 5th inst. should not have been sent you, as the water disregarded the arrangements in operation with the Clyde Shipping Company for Dublin traffic with Waterford, Carrick and Clonmel. To other stations, however, we should be prepared to canvass for traffic against all comers. Please let me know what the extent of Dublin traffic is for Carrick and Clonmel, and also other stations such as Kilsbriens, Dungarvan, Kilmacree, etc. To all stations, with the exception of Carrick and Clonmel, we are, as I have said, prepared to make temporary reductions in rates so as to get the traffic, and in order that the Clyde Shipping Company may be checked, if necessary, I

want you to list all the particulars you can get hold of, of consignments of Dublin traffic for Carrick and Glomel carried by the Clyde Shipping Company to Waterford, letting me know what proportion, if any, of this traffic is forwarded by rail to Carrick and Glomel, and if the Clyde Company's agent at Waterford encourages our route to these stations against the water route or vice versa." I held that the temporary reductions offered in that letter were in reality rebates, and my company having heard through our agents, as what became the running-power district, that such reductions were being offered, decided that we also should offer reductions in the existing rates, as otherwise we would have no opportunity of securing any traffic.

52362. You have given the 5th of March as the first date upon which the Great Southern Company, according to your knowledge, initiated the rebate or temporary reductions system. Can you give the Commission the date upon which you began it?—I could not give you the exact date. It is about the time that we really began to exercise the running powers.

52363. About the beginning of May?—Yes.

52364. Later than March?—Later than March.

52365. Chairman.—In other words, you did nothing until it was brought to your notice by your own people that these temporary reductions were being offered to the public? We were informed that the Great Southern Company were offering reductions upon the traffic and canvassing very hard.

52366. Have you got those letters with you?—No, I have not. I think they were mere verbal reports from the agents in the district. I say it was entirely owing to the action of the Great Southern Company that the Dublin and South-Eastern Railway commenced giving rebates. We were in this position, we had made a railway into Waterford, obviously not only for the purpose of serving the Waterford traffic, but of obtaining traffic over it from districts beyond Waterford; but the action of the Great Southern Company, in refusing any rates at all assented to this, that the railway to Waterford was to be a cul de sac, and we could look to no traffic except short distance local traffic from Waterford, or between stations on the Waterford and Limerick and stations on our own railway short of Dublin. Under these circumstances, if we were to secure any traffic at all, we could only do it either by hard canvassing or by offering some inducement to traders to send by the new route.

52367. Mr. Sturt.—I thought you said they would give no bookings through from their line to your line?—I said they would give no through bookings from their line to Dublin or to places beyond it. Of course, the traffic between places on the Waterford and Limerick and, say, Wexford and Ennisworthy, is not competitive, and there was no objection to that. They would give that at any time.

52368. Chairman.—It was the competitive traffic they objected to?—Yes.

52369. Mr. Sturt.—Who filed the application to the Commission Court first?—First in order was the Great Southern Company. They made the application to get the terms fixed.

52370. The point I am at is how long you went on with the warfare before either party took legal steps?—The Great Southern filed their application on the 6th April, 1905.

52371. When did you file your cross application?—On the 5th of June, 1905.

52372. Roughly speaking, there was about a year of private warfare before you applied to the legal tribunal?—That is so.

52373. Lord Pirrie.—Did not you go to the Railway Commission these letters that you read to us, that the Great Southern and Western commenced the reductions before your trade was run?—Yes, we made this statement.

52374. How do you account then for Mr. Justice Madden's observations?—I cannot account for them.

52375. But you did put it before the Commission?—Yes, we did; we made the same statement that we have made now.

52376. Mr. Sturt.—I presume the Great Southern made a contrary statement?—Undoubtedly, and I do not know that they will admit it even now.

52377. They must have made some statement on which Mr. Justice Madden founded his decision that you began it?—Yes.

52378. Then it is hardly fair to us that we should have your side only and not hear what statement there was that Mr. Justice Madden believed?—Yes.

52379. Mr. Sturt.—His language was rather in the nature of an abster dictum. "As a matter of fact, the war of rebates appears," and so on?—Yes. I may say at once that Mr. Neale, who was the principal witness for the Great Southern and Western, made, before the Railway and Canal Commission, practically the same statement that he made the other day here. We denied it then and we deny it still.

52380. He said you began it?—He said we began it.

52381. Mr. Sturt.—He must have given dates, or something, he did not say that absolutely unsupported, did he?—I have not the report of the proceedings.

52382. Lord Pirrie.—I think that is rather where the difficulty has arisen.

52383. Mr. Sturt.—If you were depending on the verbal statements of agents, reports, and rumours, is it not quite possible that each company may have believed that the other began it?—It is quite possible.

52384. Chairman.—We have it from you. First of all, there is that letter dated March?—Yes.

52385. That does not say "rebates"?—

Mr. Sturt.—It is "temporary reductions."

Chairman.—Yes, "temporary reductions."

52386. Mr. Sturt.—Did you verify these reductions with the rate book before you took any action?—

There were no reductions in any rate books at the time.

52387. You are quite sure of that?—Yes, we had a little difficulty at the time about getting particulars of the rates until we gave notice that we would exercise running powers.

52388. You do not mean to say that they refused to allow you the ordinary legal right to look at the ordinary rate books at Glomel?—They did at first, but we ultimately got them. I think it was more through the stupidity of the agent than anything else. I do not think the company would have refused to allow us to see them.

52389. Do you assert positively that you never gave any rebate or temporary reduction before that letter of Mr. Neale's?—Not to my knowledge. We had no train, and we could not take traffic. I understand that when traffic was tendered to the Great Southern for conveyance, say, to Manchester via the New Ross extension and Dublin, they refused to enter it through at the rates shown in their rate book.

52390. But it would have been quite possible for you to have said, "All right, you look at the local rate, say, at Waterford, and I will take it over, and I will undertake that the local rate you pay shall be 10 per cent. less than the through rate you pay by the other route"?—Yes, we might have done that.

52391. That would have been a temporary reduction or rebate?—Yes.

52392. Do you assert that to your knowledge, at any rate, nothing was done in the way of tampering with rates by your company till after that letter of Mr. Neale's?—I do assert that.

52393. Mr. Sturt.—Did the Great Southern put into their rate books what were described in Mr. Neale's letter as temporary reductions in rates when those reductions were granted?—Not to my knowledge, and I do not think they did.

52394. Then those were secret rebates?—I maintain they were rebates.

52395. At any rate, they operated against you as competitors precisely as such rebates would?—Just so.

52396. Chairman.—Is that all you wish to say upon that point?—To me it seems very much an academic discussion now, because the rebates have disappeared, and both parties admit they were wrong. All I say is that we should not be held, as we appear to have been held, entirely to blame in the matter. We were in the position that we could not get any traffic. We knew that steps were being taken to prevent our getting traffic, and we took what we thought were the only means of securing traffic for the new route. Of course, I may say that we read sub-section 4, which I have read to you, as meaning what it really says, that the rates by the Wicklow Company's route shall not be higher than the through rates by

Dec. 5, 1905

Mr. Alexander G. Reid, General Manager, Dublin and South-Eastern Railway.  
The question is to which company belonged the rebates.  
Statement of Mr. Neale to Railway and Canal Commission as to D. & S.E. Co. Dec. 5, 1905.

The letter from Manager G. & S. W. re temporary reductions provides for the running power train.

No entry of these temporary reductions in the rate books.

The legal right to examine rates rate books withheld by G. & S. W. Co.

Not subsequently conceded to D. & S.E. Co.

Setting aside by D. & S.E. Co. in dispute with the main until after Mr. Neale's letter.

The disappearance of the rebates, and admission that both parties were wrong.

Dec. 8, 1906.

Mr. Alexander G. Reed, General Manager, Dublin and South-Eastern Railway.

The hearing of both companies' applications by the Railway and Canal Commission.

The decision gave priority to the D. & S.E. Co. and he is in doubt as to the result.

Reason for exercise of running power.

Scale of rebates given by the D. & S.E. Co.

Smaller rebates given by D. & S.E. Co. when running power train was started.

But, subsequently moved to G. S. & W. Co. book.

These rebates not entered by either Co. in the rate books with the reason was before the Railway and Canal Commission.

the route of the company. We thought that that being so, we were not desirous of quoting rates a little lower.

52064 Mr. Seaton.—We understand your position as to through rates, and I think the ultimate decision of the Court did great substantially, even precisely, what you asked of the Great Southern in the first instance with regard to rates?—Yes.

52065 Then you were thoroughly vindicated on that question?—We were.

52066 Now, as to rebates, there has been a vast deal of assertion and denial on the subject before the Commission, and it is important that we should understand exactly what occurred between the two great companies which did resort to the system. The origin of it was that Parliament secured to you the right to through rates upon that running power line from the opening of the competitive line?—Yes.

52067 Before you opened the line for goods traffic you requested that the law should be put in effect by the Great Southern Company?—We did.

52068 And they refused not only the through rates, but refused even to consign any traffic by the competitive route?—That is so, as to the through rates.

52069 You have explained that you apprehended that resort to the Court for the purpose of obtaining the through rates would have caused so great a consumption of time that you decided to exercise the running power?—That is so.

52070 And, according to your evidence, before you began to exercise the running powers, you found that the Great Southern, through their agents, were offering to traders those temporary reductions of rates which, whatever their name may be, were equivalent to rebates?—We believed so; we were informed so by our agents, and we believed that was the fact.

52071 Equivalent in substance and in fact to rebates, because they were not entered in the rate books; they were secret in their nature and might have been stopped at any time?—I take it that they could withdraw them.

52072 What was the scale of those rebates?—I think they varied. We had a list which was submitted to the Railway and Canal Commission which gave a list of the rebates given by the Great Southern Company, and it is headed "Rebates promised in consequence of Dublin and Wicklow competition at stations, Grange to Limerick Junction inclusive."

52073 What were the limits of variation of the rebates per ton?—Dublin traffic I find for Fiddown is 6d. per ton.

52074 Chairman.—Is 6d. off what rates?—That is Dublin traffic. It is generally on all traffic a rebate of 1s. 6d. per ton. For porter traffic, I think the rate was 16s. 6d.; Dublin porter traffic for Carrick, rebate is 6d. per ton; cross-Channel traffic, 2s. 6d. per ton.

52075 Mr. Seaton. Did they sometimes reach as high as 4s. a ton?—I am not aware that they did.

52076 What is the highest you know of?—The highest I find on that list is 2s. 6d. per ton.

52077 Will you hand in the list?—I will.\*

52078 When you had equal rates through your running powers you found that the Great Southern were reducing their rates by this temporary system of reductions or rebates, and you decided to maintain the equality by reducing your rates to a similar extent?—I may say that we began it at the same time as the running power train. It was not after we began to exercise the running powers, but when we began it.

52079 Because, as you explained, the Great Southern had begun, in your judgment, two months earlier?—That is so.

52080 Chairman.—Did you go below those figures?—On the contrary, we began with a somewhat smaller rebate than we ultimately found was being given. For instance, we offered a rebate, I believe, of 1s. per ton, and we found they were offering 1s. 6d., and we had, of course, to go up to their rebate. There has been a good deal about putting these rebates into the books. If either of us had shown them in the books, of course it would have been an incentive to the other to go one better, and neither company really put them into the books at all until the matter was before the Railway Commission.

52081 Mr. Seaton.—When were they first put into the books?—I do not know; we never put them into

our books, I am told, at all. The Great Southern put them into their books. Mr. Neale gives it in his evidence—I do not know the date, but some time after they had made the application to the Railway Commissioners, and when they found it would be better for them if they had them in their books.

52082 In what form did they appear in the Great Southern Company's books—as a reduction of the rate itself, or as a notice that an allowance was made of the rate. Was the rate altered to the lower figure absolutely, or was there a note or notification that the rate was subject to an allowance?—I did not personally examine the books, I got my information through an agent, and I have a copy of a statement which he prepared as evidence to be given before the Railway and Canal Commission, but which was not given. If you care to have that, it explains exactly how the rebates were shown.

52083 In the Great Southern books?—Yes, in the Great Southern books.

52084 Yes, let us have that?—The reporter is Mr. Hendrick, the district agent for the Dublin and South Eastern Railway at Waterford. He reported that he visited the following stations of the running power section:—

52085 Chairman.—What is the date of it?—This was made when the proceedings were taking place before the Railway and Canal Commission, I think, in February, 1907. It was in consequence of a statement which took up by surprise, that they had inserted the rebates in their rate books. We had not heard of that before, and I asked this man to find out whether that was the case, and in what form they were inserted. He says the whole of the stations between Waterford and Limerick Junction. "I examined the rate books at each of the stations except Kilsheelan, where the stationmaster refused to show it to me. At none of those stations are the rebates entered in the Great Southern Company's rate books. At Grange I found nothing in the rate book relating to rebates. At Fiddown a typewritten list of rebates is docketed up and pinned into the book, but not at the page where the rates it refers to are shown. It is so fastened in that it is not open to the public unless the pin is taken out. At Carrick I found two lists of rebates pinned together, one referring to local traffic and the other to cross-Channel traffic, inserted loose between the pages about the middle of the book. At Kilsheelan the stationmaster absolutely refused to show me the rate book. At Clonmel I was shown two rate books, one for local traffic and the other for the through traffic; in each rate book a typewritten list of rebates contained on a loose sheet had been pinned into the book. At Carrig I found a loose sheet containing through and local rebates put amongst other loose papers at the very back of the local rate book, and certainly not in a position where it would be seen by a trader. In the through rate book no rebates were shown at all, either on loose sheets or otherwise. At Banish there is only one rate book which contains both local and through rates; in this book I found a loose sheet showing rebates put in at the back of the book, and not where it would be seen by anyone looking at either the through or the local rates. At Tipperary the arrangement was practically the same as at Clonmel. At none of these stations did I find any rebate entered in the rate book in the sense of its being written into it. There was no permanent record, because in every case where rebates were shown they were shown on loose sheets which could be withdrawn from the rate book at any moment."

52086 Mr. Seaton.—The rates themselves remained unaltered in the books, and the rebates when shown were shown upon loose sheets as allowances or deductions to be obtained from those rates?—That is the statement.

52087 Suppose your books were examined today would they show any trace at all that you had allowed rebates for three years?—None.

52088 It did continue for about three years, did it not?—Yes.

52089 There seems on the notes to be a mistake as to the date of discontinuance. Mr. Neale, I think, gave it as the 31st September?—The correct date of discontinuance was the 31st September, 1907.

52090 Mr. Seaton.—Mr. Kirby, of Carrick, assured us that it was the 21st September. Mr. Shaw, of the Tipperary Farmers' Association, gave evidence that

\* See Appendix 5 (XX.)



it was the 21st October, and I thought that was accepted.

**Mr. Shawson.**—It was subsequently fixed, I think, on the 21st September.

**52061. Mr. Seaton.**—How was it that the judgment of the Court having been delivered on the 1st of May, the rebates continued on the part of both companies till the 21st September?—It was on the 11th July that the order was issued.

**52062. Yes.**—It was not a system that you could alter all at once, there had to be a meeting between representatives of the companies to decide what should be done, and, of course, my company having got an order for through rates, was anxious to secure that the through rates should really be put into operation before we took action on the rebates. In other words, we wanted to know that the Great Southern Company were prepared to carry out fully the order of the Commissioners. We had two or three meetings; then a time was fixed by agreement between the parties at which the canvassers or agents of the two companies should go together to each trader who had been in the receipt of a rebate and explain to him that they were to be withdrawn, and so on not to take them too short, I think a fortnight—I am not sure of the exact period—but at least a fortnight's notice was given of the date of their discontinuance, and it all worked out on the 21st September.

**52063. Mr. Seaton.**—Are through rates fully in operation now?—Through rates are fully in operation now.

**52064. The order of the Court has been carried fully into effect?**—It has.

**52065. May I ask if that scale of rebates was differential as between different towns on the same line and different traders in the same town?**—Hardly that; there might be very slight differences, but, as a rule, it was the same rebate to each trader in each town.

**52066. Were there any towns which did not get any rebate?**—Not that I am aware of, where there was traffic there was a rebate.

**52067. Was any trader sending or receiving traffic left without a rebate, as far as you know?**—I could not say that; I should think it highly improbable that anyone was left out, because all the traders in all the towns knew at the time of the competition between the two companies for the traffic, and it was public knowledge as to what was being done with regard to the lowering of the rates.

**52068. Mr. Seaton.**—It was pretty well known, was it?—I think so.

**52069. Chairman.**—Although it was not in the rate book?—Yes.

**52070. It was made known by the canvassers, I suppose?**—It was. The traders were closely canvassed for two or three years during the whole of the time that this dispute went on. We had our local agents at four of these stations, and in addition we had a canvasser who worked the whole district, and the Great Southern had also a canvasser who was continually moving about, in addition to their agent at each station.

**52071. Mr. Seaton.**—The rebates applied to all traffic despatched or received over 56 miles of railway and embracing the several terminals?—I believe they did for all competitive traffic for Dublin or cross-channel stations.

**52072. What was the method of working the rebates; was the trader furnished with the full rates upon the rebates?**—The full rates were charged on the advice in each case.

**52073. By both companies?—By both companies I believe. I know they were in our case.**

**52074. Did the account in your ledger contain any reference to the rebates?**—Not in the ledger. Subsequently an account was made up of the weight of the traffic sent by each trader, and that was worked out at the rate per ton which had been agreed to be allowed, and he was either credited with that if it was a ledger account or he was paid it in cash.

**52075. Was the rebate account book a separate account book?**—It was.

**52076. Might you examine a trader's ledger account without knowing he had any rebates?**—I think you might have done that.

**52077. Did the trader pay the full rates to the company?**—If he had a ledger account he would not prepay, he would get credit till the end of the

month, and by that time his rebates would be ascertained and would probably be deducted from the total of his account on payment.

**52078. If he had a ledger account he might make a net payment with the rebates taken off?**—That is so.

**52079. Mr. Jemack.**—Would the rebates have been shown as a deduction on the monthly account furnished?—I am not quite sure; I do not think it would be, but I am not sure that that might not have been the case.

**52080. Mr. Seaton.**—Your impression is that the monthly account was furnished on the basis of the full rates?—I think so.

**52081. And he would pay his full rates to the company?**—If he prepaid his traffic and had no ledger account he would.

**52082. In that case the rebate would take the form of a cheque from the company to him in repayment of that rebate?**—Yes, or cash.

**52083. Lord Parrie.**—Weekly or monthly?—Monthly, or sometimes two-monthly; there was no regular system as to the repayment.

**52084. Chairman.**—Casual customers would get no rebate at all, I suppose?—I doubt if we had any casual customers. As far as I know practically the whole of the traffic that was passed was subject to the rebate. I do not think the Great Southern discriminated, and I am quite sure we did not.

**52085. At any rate you did not?**—We did not.

**52086. Mr. Seaton.**—If there had been an examination of the company's rate book and of the company's regular account book that would not have disclosed, would it, any trace of the rebate system?—Not the rate books.

**52087. Not the regular account books, because, as I understand, there was a separate account for the rebates?**—The ledger account book at the station would not show it.

**52088. Mr. Jemack.**—Did you fit any slips into your rate books like the Great Southern did?—No; I have stated we never at any time showed the rebate in the rate books.

**52089. Then you did not even go so far as they did and pin in shavings?**—No; we did not.

**52090. Do you say you never undercut the Great Southern rebates?**—I could not say that.

**52091. You have told us the Great Southern rebate was practically 1s. 6d. on local traffic and 2s. 6d. on through traffic?**—Roughly, that is so.

**52092. How much did you offer as rebate?**—I think the same.

**52093. Then as far as you know you did not undercut the Great Southern?**—As far as I know we did not undercut—I say as far as I know.

**52094. Then if you merely followed the Great Southern reductions there was no more inducement than before to the trader to send by your route?**—Practically none at the end, because both companies were doing the same.

**52095. And if you had not first held out an inducement to the trader to send by your route what object had the Great Southern in making a rebate. They were getting the traffic. You were not able to offer the trader any extra inducement, so why should the Great Southern reduce the rate?**—There is no doubt that the Great Southern apprehended that on the opening of the line route Waterford and our canvassing in their district we should secure some traffic from them.

**52096. So they reduced the rate as a precautionary measure?**—I think so.

**52097. I am a little puzzled why you both took so much care to conceal what you say everybody knew?**—I am not aware that we took great trouble to conceal it.

**52098. I gathered from you that you always changed the rate that was not the real rate, and subsequently gave back something often in cash, so that it could in no way be traced?**—We entered at the book rate in every case; we were bound to do that.

**52099. Bound by what?**—Because that was the rate in the books, and, of course, this traffic had to be cleared. The Great Southern had to get their allowance out of the full rate, whatever was their proportion of it.

**52100. May I look at the Act? I want to see what powers you had as to having clerks at stations and that sort of thing (let handed to Commissioners)?**—I have here a typewritten list which was issued by the Great Southern Company.\*

Dec. 8, 1908.

Mr. Alexander G. Reid, General Manager, Dublin and South-Eastern Railway.

Method of working the rebates.

A separate rebate account book kept.

Practically the whole of the traffic was subject to rebates.

Which were never shown by the G. & S. E. Co. in the rate books.

Extent of these rebates.

Reason for reduction in the rates by G. & S. E. Co.

Apprehension on their part as to traffic being diverted to D. & S. E. Co.'s route.

\*See Appendix No. 6 (XX)

Dec 5, 1903.

Mr Alexander  
G. Hard,  
General  
Manager,  
Dublin  
and South-  
Eastern  
Railway.

Let of the  
rebates  
offered by  
G. S. & W. Co.

The running  
power trade a  
dead loss to  
both companies

Arrangement  
between the  
companies as to  
division of  
carriage is to  
be decided.

But the  
D. & S. E. Co  
are getting  
money  
compensation  
for rights they  
are not ex-  
ercising.

The route via  
Dublin open  
to traders who  
carriage goods  
that way.

Contribution  
that the com-  
pany must be  
held partly in  
unjustifiable  
exercise of the  
running  
power.

Percentage of  
receipts of  
running power  
train paid to  
G. S. & W. Co.

Their  
application  
for a minimum  
annual pay-  
ment rebate.

53031. Mr. Ainsworth.—Issued when I think the date is not on it, but it shows the date from which the rebate applied; it was during the exercise of the running power, and it was issued to their advantage, I believe, as a guide to him as to how he was to deal with such cases.

53032. Mr. Sexton.—Was it put in at the hearing?—Yes.

53033. As a discovered document?—We had it in our possession before the discovery, but it was also amongst the discovered papers.

53034. Mr. Ainsworth.—While you were running there was evidence given before the Commissioners' Court, I think, as to what your trains carried per mile?—Yes.

53035. What was it?—It was very little indeed.

53036. Obviously it was a dead loss to both companies?—The running—yes.

53037. That is abandoned now, is it not?—Yes.

53038. But you are still, of course, getting what traffic you can?—The rates are still in operation.

53039. The through rates are in operation?—Yes.

53040. Are you, in fact, trying to get traffic by your route, or have you made a bargain with the Great Southern not to try to do so?—We are not increasing in that district now; there is an understanding that we should not do that.

53041. There is an understanding; in other words, they are doing what the Brighton Railway Company does to the South Eastern in reference to Eastbourne traffic, the Great Southern paying you for not interfering with it. Is that so?—Practically that is what it comes to.

53042. Which I take it, you agree, is quite in the public interest as well as your own?—I think so.

53043. So that the net result of the whole thing, leaving out what has happened in between, is that now you are getting money compensation for rights that you are not exercising?—I think the net result, if I may put it in my own way, is this, that before we began the exercise of our running powers there was a certain district in the South of Ireland which for through traffic was closed to the Dublin route, whether by Kingbridge or by the opening of the new line. It was for the purpose of getting through rates from that district via Dublin, and also by our new line through New Ross, that we exercised the running powers and ultimately took the matter up, and now the through rates are in operation, and there is an open route via Dublin.

53044. Mr. Ainsworth.—If anybody specially conveys traffic it will go that way?—Yes.

53045. But, as a matter of fact, not much goes that way, does it?—Not much without the carrying on of the running powers train.

53046. But you are getting money out of it; I am not blaming you, but war is an expensive thing?—That is what it comes to, the Railway Commission proceedings were very expensive.

53047. I will not ask you the figures, but perhaps you could tell me how many years' purchase of the money you have got from the Great Southern you have spent in fighting generally?—You are assuming something there that I have not stated at all.

53048. I understood you to say that they had made an arrangement with you?—I said there was an arrangement.

Chairman.—I would not carry that any further, I think.

53049. Mr. Ainsworth.—I do not want to take you in the least further than you wish to go, but it has cost the company a good deal, has it not?—Undoubtedly it did. I am anxious to give you the facts, and I think, in apportioning the blame, that any company cannot be held guilty of an unjustifiable exercise of the running powers.

53050. Lord Foster.—It was for the benefit of the public, surely?—While we were working the running power train it undoubtedly was a loss to my own company, and to the Great Southern Company, upon the terms awarded by the Railway and Canal Commissioners; that was, that they were to get 75 per cent. of the receipts. They applied for a minimum annual payment; they did not succeed on that, but 75 per cent. of such receipts, as we were getting, you know, was a loss to them, and it was also a loss to us except that we got the contributive value of the traffic over our New Ross line and the parent line.

53051. Mr. Ainsworth.—I thought that you agreed with me that the contributive value of the traffic on your line was not sufficient to cover the loss of working the trains at 25 per cent., or 50, or whatever it

was?—I did not say that; the contributive value was a fair value.

53048. Was the net result of working your running power trains and getting a certain amount of traffic for your main line a net profit to the company, or a net loss to the company?—I should say it was about a line ball.

Chairman.—When did you cease the running power trains?

53043. Mr. Sexton.—The list of what appears to have come into your possession in September, 1903?—Yes.

53044. The list is headed "Great Southern and Western Railway. Rebates proposed in consequence of the Dublin, Wicklow and Wexford competition," and it contains a column headed "Date of Application." What do you understand by that?—The date the rebates commenced to operate.

53045. I find in that column a number of entries, 1/5/04—that is the 1st of May, 1904, that would be the day before you began your running powers?—That is so.

53046. There are a great many entries bearing this date. Later, the column is headed, "Date from which allowances apply?" that is what you understand it to mean?—Yes.

53047. And there are many entries bearing this date, 1/5/04, which I understand to mean that these rebates came into operation on the Great Southern system the day before you began your running powers?—That is so; that is what we always understood.

53048. Chairman.—When did you cease the running power trains?—It was discontinued at the end of June, 1903.

53049. I think we have thoroughly exhausted that part of the subject. In addition to what you told us in the earlier part of your evidence, you have got the sea competition to contend with?—Yes.

53050. The whole length of your line?—Practically the whole length. Ports at Kingstown, Bray, Grey stones, Wicklow, Ards, Courtown (for Gorey), Wexford, and Waterford, while the River Slaney is navigable for small vessels from Wexford to Enniscorthy, and the River Barrow affords good navigation between Waterford and New Ross, which town has also connection with Dublin by the Grand Canal.

53051. Consequently on this competition, your rates must necessarily be very low?—Yes.

53052. I mean your rates for goods traffic?—Yes, the rates for goods traffic.

53053. If you want to carry anything at all you must have low rates?—Yes; we have sea competition, and we have to reduce the rates in order to meet it.

53054. We have had some evidence on that point. I think Mr. Knapp dealt with the question of low rates from Wexford to Dublin for corn and farm produce. Have you anything to say upon that?—Yes, Mr. Knapp referred to a rate of 4s. 6d. a ton for farm produce which applies from every town upon the system except Waterford and Glencore; it is an extremely low rate. Wexford is 93 miles from Dublin, and 4s. 6d. is the rate, and it applies to oats, hay and straw machine pressed, potatoes, barley, wheat, turnips and mangolds in bulk, in wagon-loads of 6 tons.

53055. Chairman.—That is a very low rate, but it has had the advantage of bringing traffic to your railway and encouraging the industries of the district, has it not?—It has.

53056. Mr. Sexton.—There was a still lower rate previously, was there not?—There was originally a rate, I believe, of 3s.

53057. When did that cease?—It was before 1890 time, I think it was about 1895 or 1897.

53058. When did the other begin?—The other had begun, I understand, during the Chairmanship of Colonel Tighe; it must have been about 1890 when the present rate was substituted for the 3s. rate.

53059. The substitution for a 3s. rate of a 4s. 6d. rate would not have a developing influence, would it?—No; but it was an exceedingly low rate. I admit the 3s. rate would afford greater inducements to traffic.

53060. Chairman.—What is your average distance?—About 70 miles.

53061. Then it is exceedingly low rate?—Everyone knows it is a very low rate.

53062. The effect of that low rate has been that where the rates are higher in other parts of the line it has created discontent amongst the shippers?—That

is so, but we have had to make most of our rates correspond with that rate for grain and similar commodities.

53063. I think you have prepared a table showing the rates per ton authorized to be charged by Irish railways?—Yes, but with your permission I should like to refer to something you are passing over.

53064. Very well.—There was a question raised, I think by Mr. Ennis—it was referred to by Mr. Shackleton first in his evidence, at Question 1058, and by Mr. Ennis at Question 12473, with regard to the conveyance of flour and bacon from Liverpool to Ennisceorthy. It was pointed out that we had a rate of 10s. for bacon from Liverpool to Ennisceorthy, which was lower than the charge we were making for bacon from Ennisceorthy to Liverpool. The way that arose was this. It came to the knowledge of the South Eastern Company some time ago that the consignees of flour and bacon traffic in Ennisceorthy were being canvassed by the representatives of Messrs. Bacon & Co., of Liverpool, who offered a through rate by steamer to Wexford and thence by river boats to Ennisceorthy of 8s. per ton. Some of the consignees took advantage of this very low rate, and, in order to prevent the loss of the whole of the traffic, the South Eastern Company in conjunction with the Dublin and Liverpool Steamship Company put into operation a temporary rate for both flour and bacon of 10s. per ton, which rate has been periodically renewed until the 15th September, 1905, when it was cancelled. If the company had not adopted the rate of 10s. it would not have prevented the traffic being brought from Liverpool to Ennisceorthy, but probably the whole of it would have been sent by water at the 8s. rate. Contrary to the statement made by Mr. Shackleton, the local rate for flour, Dublin to Ennisceorthy, is 7s. per ton for 5-ton lots, and 8s. per ton for any quantity, not 14s. 2d. per ton, as he stated, and, in the case of bacon, the rate from Ennisceorthy to Liverpool via Dublin was not, as stated by Mr. Ennis (Question 12474) 3s. per ton. There are two rates in operation, one by the City of Dublin Steamship Company's daily steamers of 27s. 6d. per ton, and the other by the Dublin and Liverpool Steamship Company's steamers, which sail three times a week, of 15s. per ton. The American bacon which is brought from Liverpool to Ennisceorthy comes in large consignments, and is packed in boxes weighing an average of 5 cwt. each. The rate for that traffic until February, 1905, when Messrs. Bacon made their rate 8s., was 15s. per ton, the same as the rate for Irish bacon to Liverpool, but Irish bacon cannot be loaded in such large quantities or carried so conveniently as the American bacon in boxes to which the 10s. rate applied.

53065. Mr. Sexton.—That is very strongly denied by the trade, and the denial has been made in evidence repeatedly.—That is so, but we know by practical experience that you cannot load the Irish bacon in the same way as you can the American. We usually get it in bales from Ennisceorthy, and you cannot load bales so conveniently as you can the American bacon in boxes, weighing on the average 5 cwt. each.

53066. Chairman.—There is no question that you can fill a truck with American bacon, but whereas if you pile bale upon bale of Irish bacon you would damage the bacon?—That is so; you cannot heap them up or put any pressure upon them without damaging them.

53067. Mr. Sexton.—At the same time your reason for reducing the rate upon American bacon was not because of better loading, but because competitors were undercutting you?—That was the reason, but the justification was that it gave better loading.

53068. Mr. Aspinall.—Is not the bacon in boxes very lightly marked, so that you can deal with it at once, and with the bacon in bales it is very difficult to distinguish the name of the consignee, and so on?—Yes.

53069. Mr. Aspinall.—You have abolished this rate?—Yes. Messrs. Bacon have also put up their rate, except in cases where they have an agreement for a period with traders and are compelled to continue the 8s. rate, but in other cases they are trying to get a little more, and I think they put up the rates to 9s. 6d., or something like that, but we always admit there must be a differential between the long sea route and the shorter sea route.

53070. It was 10s. to 8s., and it is now 9s. 6d. to

11s.; is that right?—Yes; I think they are going to try to get more than 9s. 6d. if they can.

53071. Mr. Sexton.—Is it true that the people who sell bacon on this side (England) must upon having it in bales—I do not know whether they transit, but it is all sent in bales.

53072. If they transit, it is rather hard that the Irish traders should be penalized. I think the railways might strain a point for the Irish producer?—They do that now, but this is no exceptional, because until we were threatened with the entire loss of traffic which was going at that time via Dublin by the action of the Steamship Company we charged the same rate for both Irish and American bacon and in order to prevent that absolute loss of the latter traffic put into operation the special temporary rate which had the effect of securing some of it to us, but not the whole of it. I do not say we ought not to do as well, and, in fact, I maintain that we ought to do as well for any Irish traffic as we do for any American traffic.

53073. Mr. Sexton.—Notwithstanding the difference in packing?—We did not distinguish, and do not distinguish now.

53074. Chairman.—That clears up what I wanted to ask you, does it not?—Yes.

53075. You have got some tables here. No. 1. Table shows the rates per ton, authorized to be charged under the Irish Railway Rates and Charges Order for the conveyance of certain agricultural and through traffic. Would you like those rates put upon the Notice?—Yes, or, at any rate, I would like just to make some observations upon them.

53076. As shortly as you can will you make any observation which you want to make about Table No. 1?—On Table No. 1 what is shown is that, that the Dublin and South-Eastern Company have for oats, barley, potatoes, grass seed, sugar in boxes, and also and porter cheaper rates than the English companies whose names are given there, or than even the Great Northern Company of Ireland. This statement of mine is based upon a statement put in by Col. Piers. I set out the rates of the Great Northern, which are underlined in black; those are the rates shown in Colonel Piers' tables, 11s. to 14s.; and our rates are in red. At the foot of each group of mileage I show the Dublin and South-Eastern rates in red, and if you compare those two charges you will see that ours are very low rates.

53077. They speak for themselves, do they not?—Yes.

53078. Mr. Aspinall.—If you look at your Table 3 and the next—oats, barley, potatoes and sugar—the charge is the same for any distance—for all your three distances?—Yes.

53079. Now, if you take ale and porter, the charge goes up reasonably in proportion to the distance?—Yes.

53080. 5s. 1d., 8s. 9d., 12s. 9d. 1.—Yes.

53081. Then look at the grass seed rate, 7s. 6d. for 35 miles; 7s. 6d. for 65 miles, and 11s. for 75 miles. What is that? Is that a special rate, or what?—That is a special rate for 5-ton lots.

53082. You see my point?—I do.

53083. It is neither a fixed rate for the whole system nor has it any connection with the mileage?—That is so.

53084. Chairman.—If you take sugar, that is the same for every distance?—Practically we charge the same over the whole system for sugar, because of the water competition. Sugar comes in at Waterford and Wexford. Oats and barley you have heard of already.

53085. Mr. Aspinall.—I do not want them over and over again, but I want to know why it is the same for 35 and 65 miles and then half as much again when you go from 65 to 75 miles?—I can hardly explain it, except that it is a special rate. The 7s. 6d. is a special rate from Dublin to Shillagh, which is on a branch line. The first 7s. 6d. is from Dublin to Rathfriland, but the rate to which you are referring is to Ennisceorthy, and it is a rate which has been found suitable for the traffic.

53086. Mr. Sexton.—It is subject to water competition, is it not?—It is.

53087. And the other two stations which you have named are not?—No.

53088. Mr. Aspinall.—So that one would expect to find it contrary to what it is. One would expect to find those higher rates lower and the lower rates higher?—Yes, had I have taken the rates from our

Dec. 3, 1905

Mr. Alexander G. Ross, General Manager, Dublin and South Eastern Railway

The rate for bacon, Liverpool to Ennisceorthy.

Irish bacon sent in bales

No distinction made between American and Irish bacon in rates.

Table showing the rates per ton authorized to be charged under the Irish Railway Rates and Charges Order.

The rates for certain commodities shown to be lower than those of the English Railways or the G.N. (I) R.

The rates for oats, barley, potatoes, and sugar, the same for any distance.

The charge for ale and porter varies in proportion to the distance.

The low rate for sugar owing to water competition.

The rates from Dublin to Rathfriland, Shillagh, and Ennisceorthy compared.

Dec. 3, 1900.

Mr Alexander  
O'Reilly,  
General  
Manager,  
Dublin  
and South  
Eastern  
Railway.

books to compare so far as distance is concerned with the distances shown in Colonel Pieve's table.

53092. I suppose there is a special rate to Rathfriland and Shilleigh and there is not a special rate to Kinsale?—That is, is a special rate. It is very much lower, you will observe, than the maximum rate.

53093. I am only saying it is funny how it is made up; I am not saying that it is not a reasonable rate, but that it does not seem as low in proportion as the others?—That is so.

53094. Mr. Scroton.—There are higher rates where water competition exists and lower rates where there is no water competition?—That is so, but there is no competition by water for grain seed.

53095. Lord Pieve.—Not anywhere?—Not with us. 53096. Chairman.—Have you any observations which you wish to make upon Table No. 2?—No thank you, sir.

53097. It is a comparison between the rates charged by the Great Eastern Railway for agricultural produce and corresponding rates charged by the Great Northern of Ireland and the Dublin and South Eastern Railway. It is a comparison of rates?—Yes.

53098. The tables speak for themselves. Have you anything to say upon No. 2?—That also speaks for itself.

53099. Mr. Arceuth.—I should like to ask this. Mr. Pieve has shown us that the rates on the Great Northern of Ireland Railway for what we may call the general classes, were very considerably under the English rates?—Yes.

53100. Your table shows that your rates are practically half the Great Northern of Ireland?—That is so.

53101. They are roughly 45 per cent. of the English rates?—Not more.

53102. Table No. 3 shows the same thing over again?—Yes; the English rates are for 5 tons and ours are for 6 ton loads.

53103. Without any difference in tonnage conditions?—Without any difference in tonnage conditions so far as I knew. The Great Northern rates are to Dublin from their stations. You will observe that the comparison is practically the same—that our rate is 5s. and their rate is 6s.

53104. Mr. Arceuth.—Your rate is always less than half the Great Northern of England?—Yes.

53105. Chairman.—What have you to say about Table No. 4?—Table No. 4 shows the reduction we have made from ordinary class rates in giving special rates for Irish produce, such as butter, lard, bacon, eggs, hams, dead poultry, &c. You will see there that from Kinsale to London the ordinary rate would be 5s. 6d. for bacon. We have reduced that rate to 3s. 6d. I need not go over the whole of that, there are a great many of them. Of course, my object in showing this is that I may be able to convince the Commission that so far as the Dublin and South Eastern Company is concerned, we have at any rate done nothing by our rates to stifle industry or retard progress in the district that we serve. So far as railway companies can encourage the development of trade, we have done our best to do that.

53106. Mr. Arceuth.—I cannot understand this. Look at your Table No. 4, page 3, Waterford to London, Bacon and Hams, 28s. 4d.—Do you see that?—Yes.

53107. For that you have to haul it to Dublin and then go from Dublin to London, I suppose, by Holyhead?—Yes.

53108. The justification for that low rate is, I suppose, the competition from Dublin to Waterford by Rosare, or the low through rate all the way?—The justification is that it was an existing rate via Waterford and Milford when we first opened, or via Rosare now, and if we did not adopt that rate, of course, there would be no traffic for us.

53109. Can you tell me what the rate for bacon and hams to London is from Dublin?—I have not got it from Dublin.

53110. Should I be right in saying that it would be more than 28s. 4d.?—I should think you would be. I do not like to speak without the figures.

53111. Should I also be justified in saying that the proportion that you get out of that through rate

for carriage between Waterford and Dublin, which is what—220 miles?—116 miles.

53112. The proportion you get out of that 22s. 4d. must be very small?—We get the mileage proportion and certain allowances.

53113. Lord Pieve.—As your mileage proportion you would get about 7s.

53114. Chairman.—That is a very low rate, because of the competition by steamer, or competition generally.

53115. Mr. Arceuth.—The advantage to your company is not much. Do you think it is an advantage to the trader to be able to send direct to Dublin in order to get to London when he has two routes more direct already?—Yes, I do. I think it is an advantage to the trader to have as many open routes as possible.

53116. Would you think it an advantage if an arrangement could be made to go round by Heysham?—I have no doubt the Midland Railway would be glad to get the traffic round by Heysham.

53117. Would you think it an advantage to the public if the Midland Railway put in force a reduced rate by Heysham?—I think that is doubtful.

53118. Mr. Scroton.—Would there not be through rates from many stations in Ireland to interior points in England at figures which would be less in many cases than the local rate to the port on either side?—I believe that may be so, because the through rates under the judgment of the Railway and Canal Commissioners now apply by all reasonable routes.

53119. The recent judgment crystallised what was understood to be the railway practice as to reasonable rates?—Yes.

53120. Chairman.—Now, Table No. 5, 3. Have you anything to say as to that?—Table No. 5 is a comparison of the rates for coal upon the Dublin and South Eastern Railway and upon English railways, and shows that ours are very much lower. I should like to put in and refer to a number of cases in which for the encouragement of local industries we have given special rates. Table No. 6 shows what we have done in the case of the Dublin and Wicklow Marine Company, and you will find on that list that we have made reductions for practically all the commodities that the company uses for the manufacture of manures and have also made reductions for the manufactured manures being sent out to our stations.

The next case is that of the Rathnew Brick Company on Table No. 7, where you will find we have given very low rates for coal coming in and equally low rates for bricks going out. Then the Arklow Terra Cotta Brick and Tile Company is another instance about midway between Dublin and Wicklow. In that case we give some very specially low rates. I think you had a question before you with regard to this on a statement by the Manager of the Brick Works, Mr. King (question 53000). There was a complaint that our rates were lower to Wicklow than some of the rates from Wicklow to stations on the South Western Railway. You will see that all the rates are very low in that case (Table 8). Then Table No. 9, 4. I deal with the Cement Works Brick Company. There is a list showing the cheap rates given to the Ballinacorney Quarry Company—we give very low rates to it (Table 10). We also give low rates to the Parrell Quarry Company (Table 11), 5s. and to the Donagh Cement Company (Table 12); (that is at Wicklow) we give reasonably reduced rates.

53121. Are those companies in existence now?—Every one of them. Every one of them is at work at present. Then in order to encourage the millers in our district we have special rates for grain and flour at Rathfriland, Aughrim, Kinsale, Wexford and New Ross. At all of those places you will find milling industries (Table 13).

53122. Then they are really operative rates?—Every one of these is an operative rate.

53123. Not a paper rate?—No, not a paper rate.

53124. Mr. Arceuth.—I thought we were told you had a maximum rate of 4s. 6d. from any station to Dublin?—Yes.

53125. And this No. 13 is where they do not go to Dublin?—Yes.

53126. Look at page 2 of No. 13. The first rate there is Harcourt-street, 5s. 6d. for 10 tons, and for 1d. 1s. That is a rate for grain coming down from Harcourt-street to Aughrim. The 4s. 6d. rate is a rate for

Comparison of  
rates for  
agricultural  
produce, by the  
Great  
Eastern, Great  
Northern  
(Ireland), and  
D. & S.E.  
railways.

The D. & S.E.  
rates roughly  
45% of the  
English rates.

Table showing  
the reductions  
from ordinary  
class rates in  
the special  
rates for Irish  
produce.

The rates have  
not varied  
industry or  
retarded  
progress in the  
district served.

Every effort  
made to  
encourage the  
development of  
trade.

The low rate  
for bacon and  
hams, Water-  
ford to London,  
via  
Dublin and  
Holyhead.

Due to the  
competitive  
route via  
Rosare.

\* See Appendix No. 6 (II).

† See Appendix No. 6 (IV).

‡ See Appendix No. 6 (VI).

§ See Appendix No. 6 (X).

|| See Appendix No. 6 (XII).

† See Appendix No. 6 (III).

‡ See Appendix No. 6 (V).

§ See Appendix No. 6 (VII).

|| See Appendix No. 6 (IX).

¶ See Appendix No. 6 (XI).

¶ See Appendix No. 6 (IV).

§ See Appendix No. 6 (VI).

|| See Appendix No. 6 (X).

¶ See Appendix No. 6 (XII).

¶ See Appendix No. 6 (XIII).

Irish produce. The rates from Dublin for imported grain are not really the same as the rates up to Dublin for these commodities which are provided for in the 4s. 6d. rate.

53122. Then you do not consider yourselves bound by what I have always considered to be the English rule, that a rate given in one direction can be applied in an opposite direction?—Not in this case.

53123. Mr. Apinoff.—Has that ever been challenged?—It has never been challenged.

53124. Chairman.—I think in England there are special rates in one direction only?—Yes.

53125. All the ordinary rates are between stations, but there are special rates from a colliery to an iron works, or vice versa, or something of that sort, where the rates apply in one direction only. As a rule, ordinary rates apply both ways?—Yes.

53126. But those are special rates?—Yes; these are special rates, and, as a rule, the rates that are shown on the sheets you are now looking at are lower. This 4s. 6d. rate is a special rate to Dublin only, and it would be either a hardship if the railway company was not allowed to give some preference to the Irish produce. We thought in making the 4s. 6d. rate that we were doing what we could to encourage the Irish farmers.

53127. Mr. Ansell.—I am taking no objection, I am only trying to ascertain the facts?—The 5s. rate is given from Dublin to Augsburg or Emsworth is not really a high rate, but a low rate. The distance is Augsburg is 49½ miles, and to Emsworth 77½ miles.

53128. Chairman.—Have you anything to say with regard to Table No. 14?—Table No. 14 shows the rates we give for the conveyance from Emsworth and New Ross for bacon.

53129. Are they great sending stations?—They are the only two we have. We have manufacturers of bacon at both these places and they do a large amount of business. The Wexford Hat Company is a small industry, and I am sorry to say it is a struggling one, but we did what we could to encourage it when they began, and they have been going on now for five or four years, I think (Table 15).† There the Wexford Engineering Company are dealt with on the next table (No. 16).‡ We have cheap rates for some of the material they use.

53130. Lord Pirrie.—Is that agricultural machinery?—Yes; they are manufacturers of agricultural machinery.

53131. Mr. Stenton.—I see your rates are cheap for raw material; but what about the implements themselves?—The implements themselves are carried at a very low rate, they are Class 2, which is a lower class than the English class.

53132. That is what I understand—that you have reduced the class?—We have reduced the class. Ever since I have been connected with the company, and I presume for a great many years before there have been manufacturers of agricultural machinery in Wexford, and I have not seen any application for reduced rates from the manufacturers.

53133. There has been a very constant complaint. Messrs Pirrie carry on their works at this place?—They do.

53134. They are obliged, it is said, to send as far as Roumania to find their markets because of the Irish rates. To say that an Irish rate is lower than an English rate proves very little as to its fitness for Ireland?—The rate itself may be a reasonable rate, and that is all we maintain. I do not say that because it is lower than an English rate it is necessarily a reasonable rate, but I maintain that the rate we charge is a reasonable rate in itself.

53135. You give substantial reductions of one-fourth and one-fifth of class rates for the raw material. What reduction do you give off the class rates for the implements?—It is on the classification, of course, that it is done.

53136. Under what modification—that general modification adopted by all the companies in 1882?—Yes.

53137. Packing implements down from Class 3 to Class 2?—Yes.

53138. Chairman.—Will you go on to the next table? There is an additional list which I have written of a Mining Company (Table 16).§

53139. We have that. Now, will you come to the passenger fares?—That is in connection with another portion of my proof. I have some tables with regard to Mr. McNulty's tables which I would like to refer

53140. Just now I want you to finish those tables first. You had got to No. 17?—I would rather, if you would permit me, deal with the goods traffic first.

53141. I thought you had finished with that?—No, I want to say something more about the rates. It is Table 21|| I wish to deal with.

53142. Have you finished with regard to the tables which you wish to hand in as reference to the goods rates?—Yes; except Table No. 21.

53143. All the tables you have finished up to No. 20,† these have been dealt with, have they?—Yes; except some referring to passenger fares, which I will deal with afterwards.

53144. Then all the tables up to and including No. 19 have been dealt with? Am I right?

Mr. Stenton.—No; up to and including No. 16, and also No. 19.

53145. Chairman.—Now I will go back to the question of Mr. McNulty's evidence on page 8 of the Revised Tables. The question is the rates for bacon? According to Mr. McNulty's tables he has taken as the lowest Irish rate 12s. 3d., and assuming that to be the lowest rate for Irish railways, he finds that all the Continental railways are very much lower, the percentage running from 35 per cent in France to 53 per cent in Holland, 38 per cent in Denmark, and so on, but we have a rate, Dublin to Emsworth, of 6s. for bacon in any quantity, and if you apply the Continental rates given by Mr. McNulty to that rate you will find the rate in France is 12s. 2½ per cent, in Belgium 14s. 2½ per cent, in Germany 16s. 2½ per cent, in Holland 17s. 2½ per cent, in Denmark 11s. 3 per cent, in Austria 14s. 3 per cent, and in Hungary 16s. 2½ per cent.

Our rates that are included in those tables are the actual rates in every case. There is no deduction made from them. In the case of the lowest Irish rate shown for a distance of 91 miles, the Irish rate given by Mr. McNulty is 33s. 2d., while our rate of 2s. applies between Dublin and Wexford, a distance of 93 miles. In this case the percentage comparison with the Continental rates works out, taking our rate as 100, in France 22s. 2½ per cent, Belgium 15s. 2½ per cent, Germany 21s. 2½ per cent, Holland 22s. 2½ per cent, Denmark 13s. 2½ per cent, Austria 16s. 2½ per cent, and Hungary 18s. 2½ per cent. There are several other instances given with regard to bacon, but I do not think I need mention more.

53146. Chairman.—No. These are sufficient?—In the next case, oats, if you take the distance, which is 91 miles, given by Mr. McNulty for 1 ton, he gives the Irish rate as 11s. 2d.; our rate is 7s. That makes the percentage between the Irish and the Continental rates in the case of France 121 per cent, Belgium 17s. 2½ per cent, Germany 201 per cent, Holland 117 per cent, Denmark 13s. 2½ per cent, Austria 134 per cent, and Hungary 159 per cent.

53147. Mr. Stenton.—Do you know whether Mr. McNulty did, as a matter of fact, use any of your rates in these comparisons?—I do not. I do not think he can have done so, or he would have found that in almost every case there are lower rates in evidence on our line than those which he showed as the lowest rates for the Irish railways.

53148. His comparison was between internal rates in Ireland and internal rates on the Continent?—Yes.

53149. These are not only special rates, but special rates kept down by competition in a very singular degree?—That is so.

53150. The evidence you are just now giving appears to be in the nature of an exception proving the rule?—That may be.

53151. Lord Pirrie.—Were not you reading out your own figures rather than Mr. McNulty's?—Yes. I was reading out the figures which I had found and put in in red ink.

53152. I thought you said those were Mr. McNulty's figures?—If I did I was wrong.

53153. I understood you to say that those were Mr. McNulty's figures, whereas you were reading out your own figures?—That was a mistake.

53154. Chairman.—The best plan would be to put this Table 21 on the notes, because that fully explains everything as far as your rates are concerned and the figures given by Mr. McNulty?—Yes. Before leaving I should like to point out, in fairness, that there are some cases in which even our rates are not quite so low as the Continental rates. If you will look at page 8 of that you will see that for

Dec. 4, 1908.

Mr. Alexander  
G. Reid,  
General  
Manager,  
Dublin  
and North-  
Eastern  
Railway.

The tables  
included in  
by Mr. McNulty  
Department of  
Agriculture.

The rates for  
bacon.

Comparison of  
the lowest  
rate quoted by  
Mr. McNulty,  
and that  
charged by  
D. & S. K. Co.

Percentage  
comparison of  
the D. & S. K.  
rate with that  
of the  
Continental  
rates  
mentioned.

The rates for  
oats.

In almost  
every case  
lower rates are  
in evidence on  
D. & S. K. line  
than those  
shown as the  
lowest rates  
for Irish  
railways, by  
Mr. McNulty.

His comparison  
was between  
internal rates  
in Ireland and  
on the  
Continent.

Instances of  
D. & S. K.  
rates not quite  
so low as the  
Continental  
rates.

\* See Appendix No. 6 (XIV).

† See Appendix No. 6 (XVII).

‡ See Appendix No. 6 (XV).

§ See Appendix No. 6 (XIX).

¶ See Appendix No. 6 (XVI).

|| See Appendix No. 6 (XVIII).

Dec. 8, 1903

Mr. Alexander G. Reid,  
General  
Manager,  
Dublin  
and South-  
Eastern  
Railway.

The tables  
submitted by  
Mr. MacNulty,  
Department of  
Agriculture—  
etc.

Continuation of  
D. & S. E.  
rates not quite  
as low as the  
Continental  
rates—con.

Severe  
competition for  
cross-Channel  
traffic with  
Emmsworthy

The  
competition  
by sea has kept  
down the rates  
to non-com-  
petitive  
stations.

The D. & S. E.  
rates generally  
are better than  
those quoted for  
the Continent.

30 miles for oats, taking Mr. MacNulty's figures, 4s. is the rate he gives for 10 cwt. We have a 3s. rate between Dublin and Wicklow for 6 ton lots, and compared with that it will be found, even with that low rate, France is only 5s. per cent., Germany 5d. per cent., Holland 8s. per cent., Denmark 8s. per cent., Austria 8s. per cent., and Hungary 8s. per cent., but that is exceptional.

53155. Mr. Section.—The explanation appears to be that this line is in a wholly exceptional position. Do you know any other line in Ireland where every station of any importance has direct water communication with every other station?—I do not.

53156. Chairman.—Is there any objection to these figures being put on the notes?—I do not see any myself.

Chairman.—Then we will put those figures on the notes.

Witness.—Thank you.

53157. Mr. Dawson.—These are local rates of an Irish railway, rates that do not go on to the water?—That is so.

53158. But they are, as Mr. Section points out, along the coast in the cases which you have given. Emmsworthy is the nearest approach to an inland place. Is there a serious competition by water to Emmsworthy?—None between Dublin and Emmsworthy. For cross-Channel traffic with Emmsworthy there is serious competition, but these rates are all, as you pointed out, local rates.

53159. Dublin to Emmsworthy there is no competition except potential competition, is there?—That is so.

53160. I do not know whether Shillelagh is much of a place except for tourists?—Yes, there is traffic there.

53161. You have not given as the rates as compared with those quoted by Mr. MacNulty?—That is because of the distance. I had to take stations which corresponded with his distances.

53162. Mr. Dawson.—There is a traffic in oats and barley, I presume, there?—Yes, the rate for oats is 4s. 6d.

53163. And manure?—Yes, and manure, 5s. 6d. is the rate from Dublin for manure in 5 ton lots.

53164. Mr. Section.—The general effect of water competition, I suppose, at all those stations would affect the rates to Shillelagh, although it has no water competition?—There is no doubt that the competition by sea has kept down not only the rates between the stations at which the competition actually exists, but also at others.

53165. Mr. Dawson.—As far as I can see the effect of your alterations—I am not saying how far they are explicable—is that whereas Mr. MacNulty showed that in some cases the Continental rates went down, so that they were so low that they were only 4d. per cent. of the Irish rates; if one took your comparisons the lowest that any Continental rate gives is 70 per cent. of your rate?—Probably that is so.

53166. On the other hand, in quite a number of cases the Continental rates now go up as high as 102 per cent. and 218 per cent.—And 222 per cent.

53167. 203 per cent. and 257 per cent.—they constantly go up to over 300 per cent. of your rates for the same distance?—That is so, for the same distance; and under the same conditions of conveyance our rates for traffic are better than those which Mr. MacNulty quotes for the Continent. Our goods train service is practically a service which takes the traffic from the starting point in the evening and lands it at its destination in the morning, and it is delivered within twenty-four hours of the time we get it. That is the general rule with the whole of the traffic, and those Continental rates apply to slow transit in many cases.

Chairman.—But we had it in evidence that their slow transit is a figure of speech; practically it is about the same as your transit.

Mr. Dawson.—I think that applied rather to main line services.

53168. Yes. (To the Witness).—From the tables you have handed in one is struck by the enormous percentage of traffic that must be earned on your line at special rates?—Yes.

53169. Have you calculated what percentage it is?—We have. We have taken that out, and it works out to 70.35 per cent. of the total traffic.

53170. Of the total traffic more than 70 per cent. is carried at special rates?—Yes; and these are,

many of them, very much lower than the ordinary class rate, and even as special rates they are very low.

53171. The figures you have given show that?—Yes. These these are passenger fares which I should like to deal with.

53172. Very well. With regard to passenger fares your line seems to be quite exceptional?—It is exceptional in the sense that we have competition for passenger traffic quite as serious, and probably more serious, than the competition we have by sea for goods traffic. The position our company occupies is also exceptional owing to the very considerable suburban traffic that we have, and the fact that at least one-half of the total number of passengers carried by the company travel over the Dublin and Kingstown Railway, against which there is keen competition by a very well-managed tramway.

53173. With trains running every few minutes?—With a three minutes' service to Blackrock, a plus four miles out, and in the summer time a five minutes' service to Kingstown, six miles out, and I think about a seven minutes' service to Dalkey, which is eight miles out, or something like that.

53174. And practically the whole length of the tramway is in sight of the railway?—Yes, except for houses or walls. The average distance between the two, I should think, is not a quarter of a mile. It is parallel with the line, and sometimes it comes close up to it.

53175. Mr. Section.—You say that of your 6,000,000 passengers 3,000,000 are between Dublin and Kingstown?—Yes. I think our Chairman put in a statement when he was before you showing what Mr. Section was observing. We are very exceptional in having this heavy short distance traffic.

53176. There is also a million between Belfast and Lougharn, I believe?—Yes. You mention figures which are not in accordance with the actual facts—3,000,000 and 5,000,000. Take the total for 1902. The total was 4,766,052, of which 2,351,180 were from Dublin to Kingstown.

53177. I was thinking that when the Electric Tramway competition started you had about 6,000,000?—That is so.

53178. You have now about 4,500,000?—Yes.

53179. Chairman.—What are your fares on your line for suburban traffic?—The fares at the time the company became lessees of the Dublin and Kingstown Railway were uniform for any distance, in first class, 8d. second class, and 6d. third, the return fares being double in each case. After the Dublin and South Eastern took over the working of the Dublin and Kingstown Railway they reduced the return fares between Dublin and Kingstown to 1s. 6d. first; 1s. 2d. second; and 10d. third, and made corresponding reductions in the fares as between intermediate stations as against the uniform fares of the Kingstown Company. This was done long before any electric tramway competition came on the scene.

53180. You say it was long before the tramway competition?—Yes. These fares continued with slight variation until the competition of the electric tramway commenced in 1895. Soon after the tramway got into full working order it was found that the passenger traffic of the Dublin and Kingstown line was being seriously and rapidly depleted. In the hope of recovering the traffic very considerable reductions were made in the fares, the reductions in the case of Kingstown and Dalkey being as follows:—Kingstown single fares reduced. First, 8d.; second, 6d.; third, 4d. Return 4d. first; 3d. second; and 2d. third. The Dalkey reductions on fares were, on single tickets: 4d. first; 3d. second, and 2d. third; and on return tickets, 10d., 8d., and 6d., and corresponding reductions were made in the fares between other stations. It is here that Statement No. 11 comes in, and it shows the various reductions that were made at each of the stations on the Kingstown line after the opening of the tramway in 1896.

53181. I do not see much object in printing this table. You have told us of the reductions, and that there were certain reductions at intermediate stations?—Yes, corresponding reductions at the intermediate stations.

53182. Nothing turns on that, does it?—No.

53183. Did you make any reduction in season tickets?—We did make very considerable reductions.

\* See Appendix No. 4 (XIX).

in season tickets, and they are shown on Statement No 15—the reductions wanted. In the case of Landedmen Road, on the 12 months ticket the price was reduced from £8 4s 6d to £3, a reduction of £5 4s 6d. In the case of second class it was reduced from £3 3s 6d to £2 5s 6d, a reduction of 18s., and corresponding reductions were made in the 6 months, 3 months, and one month tickets. In the case of Kingstown the reduction was from £12 18s 6d to £10, a reduction of £2 18s 6d; first class; the second class were reduced from £10 15s 6d to £8, a reduction also of £2 15s 6d.

53184. Did you reduce the Dalkey tickets?—To Dalkey we also reduced the 12 months ticket by £1 16s 6d first, and by £1 7s 6d second.

53185. Those illustrations are quite sufficient, and we need not print these figures. I see there are corresponding deductions at all the places down to Wicklow?—Yes; the reduction of the local charges affected the through fares beyond Bury. We reduced to Bury, and there was a corresponding reduction with stations up to Wicklow.

53186. Have you done anything with reference to motor trains?—Yes, we obtained about a year and a half ago two rail motor and we put them on the service between Dublin and Kingstown. They worked fairly well to begin with, but complaint was made that owing to the fact that the engine and coachbody were on the same upper frame there was a great deal of unpleasant vibration, and we thought it better to get rid of that by detaching the smaller engine from the body of the carriage. That was done, and the motor carriage is now a separate vehicle and the engine is separate, the carriage running on two four-wheeled bogies and now running quite smoothly and satisfactorily.

53187. And economically, I suppose?—And economically. You can haul with the motor engine not only the larger motor coach which was attached to it, but an additional vehicle or two on occasion, and the smaller engine, of course, is much more cheaply worked than the ordinary engine.

53188. I think there is something special about the expenditure in consequence of coast erosion?—Yes; we are seriously exposed to having the line cut, or, at any rate, the fence between the line and the sea diminished by the action of the sea, and we have less part from time to time to considerable expense owing to that cause.

53189. I suppose all that expense of general maintenance is charged to your revenue account?—Every penny of it must go to revenue.

53190. And therefore it depletes the revenue, and amounts in a great measure for your financial condition being somewhat low as compared with other companies?—That is so.

53191. Those are special circumstances which apply to you only?—Low rates; low fares because of competition, firstly, by sea, and secondly, by tram, are the cause of our low financial condition.

53192. The tram and the sea?—Yes.

53193. You have the sea for the whole length of your line, I believe?—We have the sea for the whole length of our line.

53194. And the tram in the richest part of your system?—Yes; and we have in addition to that the enormous expenditure in the maintenance owing to the attacks we have from the sea.

53195. That is a serious item?—A very serious item indeed.

53196. And one that you cannot avoid?—One that we cannot avoid except by the diversion of the railway or by some exceedingly costly method of coast defence such as the company at the present time could not undertake.

53197. Have you formed any estimate as to what your losses in consequence of the tramway competition just give as a figure if you can?—We lose £25,000 in absolute traffic.

53198. In what period?—We are losing that in 12 months.

53199. Then you estimate that you lose £25,000 a year in consequence of that competition?—No; I estimate that we lose more, because in addition to that loss of traffic we have the loss caused by the reduction in fares. The traffic that we retain we are carrying now at very much lower fares than we formerly obtained, so I should think the real loss approaches £25,000 a year.

53200. £25,000 a year since the tramway became an effective competition?—That is so.

53201. I need not refer to rates and fares, because everyone has those?—There are certain rebuttal points in my evidence of statements made by different witnesses.

53202. I am taking your proof in order, and I have just got down to a suggestion you make of a subsidy or something from the Government in consequence of that damage on the coast?—No doubt that follows what you have taken before, but there is a good deal in between in the proof.

53203. I do not think there is anything material. I will take anything you wish to mention as important?—I was going to refer to the cheapness of some of our tickets. You may perhaps take that for granted, having heard of the cheapness of the rates on the Dublin and Kingstown line. We have cheaper tickets than those I have mentioned. A very large portion of the traffic is an evening traffic, or holiday traffic, carried at very special fares.

53204. We know that, and there has been no complaint about your fares. I do not think there is any necessity for you to refer to it; we know that your fares are excessively low and the reason why they are low?—If you are satisfied, of course I do not want to go into it.

53205. Is there any other point?—Yes, I have looked through my proof since the adjournment, and I think there are one or two other matters that I should like to mention. With regard to tickets, I would like to say that we have in operation workmen's tickets, and we issue a very large number of them, about 50,000 a year, which, for a short time, is a considerable number. We also have villa-free-tickets, and, if not the earliest, we are one of the earliest companies in Ireland to adopt them, and we issue a large number of those. Since the system was commenced we have issued 557 villa-free-tickets, and on 1st July of this year 307 of such tickets were in use. Then I had prepared certain evidence with regard to complaints made against the company, relating some of the statements made.

53206. I do not think that as a matter of sufficient importance to trouble about. There is no serious charge against your company, is there?—I think not.

53207. Therefore, I do not think we need go into that?—I think there is an item which I ought refer to, in which I believe Lord Finne is interested, and that is that we are one of the few companies who tried the experiment of motor lorries. We put on a motor lorry between Shillingleigh and Newtownbarry, and we did our best to work up a traffic and to make the scheme an economical success, but, unfortunately, we failed. We ran between Shillingleigh and Newtownbarry for six months, and during that six months we had to pay about £150 for road damage. The working of the motor lorry barely cleared itself. The distance was about nine miles, and we charged a general rate of 3s 6d per ton for conveyance of goods between Shillingleigh and Newtownbarry, and the result of that was that we just cleared expenses and no more. But we got a demand from the Wicklow County authorities to repay the road, which would have involved a very serious charge indeed, some £200, and we gave it up, but not entirely. We looked around and found another route and a better road, as we believed, from Ferns to Newtownbarry. We kept it on there for 2½ years, with the same result in the end, that we had to give it up because it did not pay. During the time we ran them the public had the advantage of an experiment which I do not think we will be likely to repeat. The motor lorry involved a loss.

53208. And you could not afford to continue?—That is so. Then, there is another matter about coast defence. I am not sure whether you have got a figure that during the last ten years we have paid on coast defences £40,000 out of revenue.

53209. Mr. Alexander.—Does that mean any more really than the defence of your own railway. Do you protect anybody else's land?—That is what I am coming to. It seems unfair that the whole cost of protecting the railway and, consequently, the land immediately adjoining it on the land side, should have been thrown on the railway company. If the line had not been there, there is no doubt the encroachment of the sea would have gone on much more rapidly than has been the case, and the land-owners would have lost. It would have been more reasonable that the proprietors of land and others

Der 8, 1908

Mr. Alexander  
G. Brad,  
General  
Manager,  
Dublin  
and South-  
Eastern  
Railway

The cheap  
fares on the  
Kingstown  
line.

A large proportion  
of the traffic carried  
at special  
evening fares.

Workmen's  
tickets.

The Co. one of  
the earliest to  
adopt the Villa  
free ticket  
system.

Experimental  
road motor  
service for  
goods traffic.

Cost of road  
damage.

The places  
served and the  
route.

Discontinuance  
of the service.

Cost of coast  
defences out  
of revenue for  
10 years.

Part of which  
should have  
been contributed  
by the  
proprietors of  
land and others  
interested.

Dec. 5, 1905.

Mr. Alexander G. Reid,  
General  
Manager,  
Dublin  
and South-  
Eastern  
Railway.

Cost of cost  
defence out of  
revenue for  
10 years—con.

The Govern-  
ment should  
also contribute  
to the cost.

The condition  
of the per-  
manent way  
improved out  
of revenue.

interested, whose property the company is pro-  
tecting, should have contributed to the cost. I am also  
of opinion that in a matter of this kind the Govern-  
ment, who have in their charge the defence of the  
shape of the country, should contribute to the cost  
of defending the shore in this case against the in-  
roads of the sea. And where, as in this case, it  
means the maintenance of what is really the great  
highway for traffic between Dublin and the con-  
tinent of Wicklow and Wexford, some help might  
have been given, and should yet be given  
to the company to carry on and maintain  
their line. I was going to refer to the fact that we  
have been improving the condition of the permanent  
way during the last ten years by putting in heavier  
rails, larger sleepers, heavier chairs, and stone-  
ballast during the last two years, and the cost of  
all that, which has been considerable, has been  
charged against revenue. We might possibly, as  
some companies have done, have charged the im-  
provements against capital.

53210. *Lord Pirrie*.—A portion, the extra weight  
of the rails?—Yes. We have not done that; but have  
changed the whole to revenue.

53211. *Mr. Ascroft*.—What do you mean by stone  
ballast, broken stone instead of gravel?—In our case  
we have the stone ballast in Ireland; it is largely  
sand, and makes a very soft road. We have no proper  
ballast in our district. We get a certain amount of  
gravel for the bottom, but the bulk is very soft  
material, which wastes very quickly indeed.

53212. *You are now putting in broken granite?*—  
Yes, whinstone, which comes from the Ballisloe  
Quarry, about 50 miles from Dublin, and from Ark-  
low about 60 miles distant.

#### Examined by LORD PIRRIE.

53213. *Lord Pirrie*.—That is what all the railways  
are using now, is it not?—All who can afford it.

53214. *Mr. Ascroft*.—You are putting in the best  
ballast?—Putting in the best ballast we can get at  
a greatly increased cost. The cost per ton is about  
3s. 6d., and since last year we have already put in  
6,250 tons of this improved ballast. Then our rolling  
stock, I may say, has been very greatly improved by  
the modernising of the passenger plant at an increased  
cost.

53215. *Lord Pirrie*.—To the revenue?—To the  
revenue. Everything has been charged against  
revenue.

53216. *Your capital account is closed?*—Practi-  
cally, for the present.

53217. Is that because you have not been borrowing  
power, or cannot issue more stock?—Mainly the  
latter, although I think in any case if we had had  
borrowing powers available we would not have changed  
to capital such items as the improvement in per-  
manent way, and so on. Of course where you pro-  
vide additional rolling stock or additional works we  
should, of course, have taken advantage of capital  
powers if available. At present we are unable to  
raise any additional capital owing to the condition  
of the revenue of the company, and to the condition  
of the money market at will.

53218. *The Chairman* asked you to come to what he  
thought he had overlooked. I would like you to  
finish your direct evidence first?—I was going to say  
that these improvements to which I have referred  
were effected at greatly increased expenditure com-  
pared with the previous 10 years—that is, during the  
last 10 years—the principal outlays in each period  
being as follows:—On coast defence in the 10 years  
ending 1896 we spent £16,440, and in the 10 years  
ending 1905 we spent £37,742. That has since been  
increased, so that in a more recent period it ran up  
to £46,000. The expense in that case was £27,000  
over the previous period. In the case of permanent  
way the comparative figures are—for wages and  
materials only, in the earlier 10 years, £183,720;  
the later 10 years, £337,322, being an increase of  
£153,602, making together a total of £383,471 in excess  
of the previous expenditure.

53219. *All charged to revenue?*—Yes. Then, besides  
that additional expenditure already referred to, we  
have had to make a large expenditure on the main-  
tenance of the railway and works, and on the improve-  
ment of working facilities. Besides that, we have  
had an outlay of over £15,000 on works, which had  
to be carried out under the requirements of the Board

of Trade, the Department of Agriculture and  
Technical Instruction for Ireland, and in the pro-  
vision of additional accommodation for the working  
of the traffic at various stations. Altogether, between  
cost defence, improvements of permanent way,  
improvement of stations and provision of safety  
appliances and of additional facilities for traffic,  
together with exceptional repairs, mostly due to the  
severity of renewals, brought about by the effect  
of time on structures erected at various periods, and  
taking into account the increased cost of materials  
and works, an additional burden of over £10,000 a  
year has fallen upon the Wicklow Railway, coincident  
with the loss of traffic of considerably more than  
£25,000 a year.

53220. Which you said was £30,000 in reality?—  
Yes, in reality the traffic taken by the tramway was  
£25,000, but the contingent loss brought it up to  
£30,000, which could not have been prevented, and the  
loss was far greater than could have been anticipated.  
Then, with regard to rates and taxes, there was an  
increase of £4,000 odd. I do not think I need deal  
with that. Notwithstanding all this very largely  
increased expenditure during the period quoted, only  
a very small sum has at any time been charged to  
capital, and then it was for purely capital charges,  
such as additional wagons or carriages.

53221. *Mr. Scates*.—The direct loss due to tram-  
way competition would be diversion of passengers?—  
Yes.

53222. And the indirect loss would be due to the  
general reduction of fares?—That is so; a very large  
reduction in ordinary and season ticket fares.

53223. *Lord Pirrie*.—£25,000 loss of passengers,  
and £5,000 loss by reduction of fares?—Yes.

53224. Is there any other point that you wish to  
deal with now?—I would like to say generally that  
the Wicklow Company has been endeavouring,  
under very great difficulties, to discharge  
its duties to the public as well as to its  
own shareholders. The management has looked  
after both as well as it could, and, al-  
though times have been hard with us, I do not think  
it can be laid to the charge of the Wicklow Company  
that they have done anything or have failed to do  
anything within their means which would not tend  
to develop the traffic in their district. I believe now  
that there are certain matters in which we might  
claim assistance. I think the question of coast  
defence is one in which we might fairly look for some  
assistance from the Government. We have had none  
at any time. Other railway companies have had  
help from time to time, but the Wicklow Company  
has had none, and, considering the condition of the  
company, I think the Government might fairly be  
asked to come to its aid with regard to that special  
matter.

53225. Before I ask Mr. Scates to put his question  
I want to hear you on one or two points. Have you  
at any time asked any of the Government Depart-  
ments to come to your assistance as regards the coast  
defence?—Not to my knowledge.

53226. Have you taken any step in the past to obtain  
assistance from any outside authority?—Not to my  
knowledge, officially. But I may say that in 1896, on  
the application of the Wicklow Harbour Commissioners,  
Mr. Leach, who was then Chief Secretary, pro-  
mised a grant of £20,000 or £22,000 for the im-  
provement and protection of the harbour and for-  
mance at Wicklow on condition that £5,000 was raised  
from other sources. The Harbour Commissioners and  
Urban Council of Wicklow contributed £2,500, Lord  
Fitzwilliam and the Dublin and South Eastern Rail-  
way Company each £1,000, and the Dublin and Wick-  
low Harbour Company £500. At this time the sea was  
encroaching very rapidly, and threatened to swallow  
up a portion of the town of Wicklow, as well as a  
public road leading from the harbour to the Dingle  
and Wicklow Harbour Works. This road was imme-  
diately outside the boundary wall of the company's  
short line leading into the goods station at Wicklow.  
The protective works along the formance for a distance  
of about 1,200 yards were completed some time ago,  
and the Harbour Works are still going on.

53227. You also put down a very large amount that  
you spent in ten years—£37,000?—Yes.

53228. Are there certain places along this line in  
regard to which, if you had altered your line a little  
more inland and made a new branch, you would have

The best  
ballast put in  
at increased  
cost.

Rolling stock  
very greatly  
improved and  
cost charged to  
revenue.

The Co's  
capital account  
practically  
closed at  
present.

Difficulty of  
raising addi-  
tional capital.

The expenditure  
on coast  
defence and  
maintenance  
of permanent  
way for 10  
years.

Expenditure  
on the require-  
ments of the  
Board of  
Trade and the  
Department of  
Agriculture.



left the most defence to the County Council or the Rural District Council, as is done on the Larne Railway, for instance, where there is a public road, and when the sea breaks over and the embankments come down, the County at large is responsible for repairing the damage. Have you ever considered the desirability of meeting the line inland, so as to get the county authority between you and the sea?—We have considered it, but not with the object you have named; we have considered the diversion of the line inland, and have obtained powers by Act of Parliament for the diversion.

53259. Why did you not carry it out?—Because we had not the money to do so. We had financial powers under the Act, but up to the present time we have not been able to raise any money.

53260. Was the proposal to get the line away from the coast line intended as to get the sources of traffic inside of it, rather than to avoid the heavy expenditure of keeping the coast in order?—In order to avoid the heavy expense of keeping the line on the coast. Incidentally, no doubt, we had in consideration the fact that we would bring the line in certain places nearer to the sources of traffic.

53261. Then the other point I want to clear up is this. You have spent this large sum on the coast, does that mean that you have done the work so much better than your predecessor did it in the previous ten years that you don't expect there will be any further expense?—I am sorry to say not. I think the reason has been that, as years go on, the margin between the low and high-water mark becomes diminished, and of course the expenditure is necessarily increased in consequence of that. We have had to erect protective walls, groyne, and other works which probably in the preceding decade were not considered necessary.

53262. Do you consider that in the next ten years you will have to spend a sum of somewhere between £20,000 and £40,000 to protect the railways?—I quite expect that; and we shall be fortunate if we are able to maintain the railway with that expenditure.

53263. You have been rather severe, or rather you put the facts quite correctly, I am sure, as far as the motor service is concerned; but would a narrow-gauge line the distance you speak of, nine miles, I think you said, have paid its expenses?—I am doubtful if there is traffic to pay for the working of a railway between those points.

53264. In establishing the motor service you made no mention with the County Council to keep your roads in order?—No; we did not approach them.

53265. I suppose you are aware that that was one of the conditions in the scheme for the motor service by Ireland which was contemplated—that the County Councils of each district would undertake to keep the roads in order for those, five, or ten years at their option, and during that time the motor service was going on?—I always understood that that was the work on which it split.

53266. The object of the motor service was that where in a district the light railway could not be installed the motor service would give advantage to the people in the district, agriculturalists, traders, and others, and for that service if the County Councils kept the roads in place do you think the company might adopt motor services as feeders to the railway?—Where there is a reasonable prospect of traffic.

53267. Where there is a reasonable prospect do you think motor services are better than what are called light railways where there is not sufficient traffic?—I do, in certain cases. It all depends on the amount of traffic to be served.

53268. You give a statement of inaccuracies in the tables furnished by Mr. McNulty. I presume you mean inaccuracies as regards your own line?—That is so.

53269. I think you should put that in your evidence, otherwise it does not bear your statement out, therefore I give you an opportunity of putting at the head of that table inaccuracies as regards your own railway?—I am very glad to accept your suggestion.

53270. Your rates being so very much lower than some of the other railways that you have yourself quoted, and especially considering that your own railway has nearly cost double, I think the return is marvellous. Now, the only other question I have to ask you is this:—From your experience of railways, up to the last two or three years, did the ordinary trader know that he had the right to see the rate book, and

did he look at the rate book at the various hotel stations along the line where he was sending his goods, or was the rate book kept in a desk, and not looked at?—It is very difficult to give a general answer to that. I believe the larger traders and the larger senders of traffic, whether traders or not, did know of the right they had to examine the rate books of the company. From personal knowledge, I would say that neither in Ireland, nor in other railways I was previously connected with in Scotland or in England, was that right very largely availed of. I think it was known generally by those most interested in knowing it. I do not think, in any case, it was taken advantage of to any large extent.

53271. One of our very large traders from Belfast said he always rang up the railway on the telephone, and arranged the special rates he was to pay?—We are often asked by telephone to arrange a special rate for a special lot of traffic.

53272. You rather assumed small traders did not know they had a right to see the rate book at every station?—I think probably they did not.

53273. And probably this Commission might have opened their eyes?—I am quite sure you have been educating the public in Ireland with regard to the duties of railways, and with regard to rates and everything else.

53274. Up till two years ago am I right in assuming that the railway companies were not always absolutely careful to keep the rate books as faithful records of what the rates actually were?—I could not say that you are right as that assumption.

53275. You very frankly say you did not alter your rates?—When we were exceeding running powers on the line between Waterford and Limerick Junction. We did not show in our rate books the rebate we were making, but with that exception, I am not aware of any laxity on the part of my own or any other company in showing the whole of the rates fairly in their books. I hope I did not labour it, and I would not like any misapprehensions about it. As I say, the question seems to me almost an academic one. We both did wrong, we both were reproved, and tried to put our houses in order; but what I felt was that on your Notes of Evidence we were put in a wrong light, and I simply wanted to put ourselves straight with you.

53276. Mr. Ansell?—I suppose you give temporary rates like the other lines?—We do.

53277. Do you also paste them in?—Oh, no; we enter them in the books. They are fastened in, and cannot be removed. They are detached when the rates are cancelled.

53278. I am not going to discuss it. That is the ordinary practice, and at the end of that period for which the rate is available they are torn out, and leave no mark behind?—That is so.

53279. Lord Pirbright?—Are they always torn out?—As far as I know, since I was connected with the company, it is over eight years since I came.

53280. Mr. Ansell?—This is the central office rate book, not the station book?—No, the same as the station book.

Examined by Mr. SEYMOUR.

53281. Mr. Seymour?—You are aware that Mr. McNulty, in his evidence, said that in making his comparisons he had used about 5,000 Irish rates?—I believe so.

53282. And that those rates were themselves selections for the distances compared from between 50,000 and 75,000 Irish rates?—Yes, I have no doubt.

53283. You do not represent that any rate quoted by Mr. McNulty was other than a rate which he found in the rate book, representing the facts as stated?—I am quite sure that any rate quoted by Mr. McNulty was a rate taken from a rate book; whether it was a paper rate, or a rate taken between points where there was actually traffic, I have no knowledge.

53284. I think you said you were not aware whether he had taken any of your rates?—I said that I was not aware that he had done so, otherwise I could not have made the comparisons I have made.

53285. He was engaged in comparisons of internal Irish rates with internal Continental rates. May it not have been that when he found a line, the rates of which were affected and pressed down by sea competition, he thought such rates inapplicable for his comparison?—That may have been so.

Dec. 3, 1905

Mr. Alexander G. Reid, General Manager, Dublin and South-Eastern Railway.

The tables handed in by Mr. McNulty, Department of Agriculture.

The constitution of the rate books by traders.

Not taken advantage of to any great extent.

Small traders probably unaware that they had this right.

The educational value of the Commission as to the duties of railways, rates, &c.

The objection is connected with the running power trains not shown in the rate books.

Method of entering temporary rates.

Number of Irish rates used in the comparisons submitted by Mr. McNulty.

Selected from a much larger number.

All these rates taken from the rate books.

\* Dec. 5, 1908.

Mr. Alexander  
G. Reid,  
General  
Manager,  
Dublin  
and South-  
Eastern  
Railway.

Many of  
the D. & S. E.  
rates about  
half those of  
the G. N. (b).  
Railway.

And the rate  
is really  
different and  
lower than any  
other Irish  
railway.

The compari-  
son between  
the D. & S. E.  
rates and the  
Continental  
rates.

53256 Your tables show that many of your rates are less than half of the Great Northern rates?—That is so; about half at any rate.

53257 I think it appears from the evidence given on behalf of the Great Northern Railway with regard to reduction of rates, that their reductions were at least as liberal and comprehensive as those of any other line excepting your own?—I think probably so. I think all other Irish companies have shown quite as well as the Great Northern, and I think the Great Northern is really typical of the larger companies, except my smaller company.

53258 Then your rates are upon an entirely different, and a very much lower scale, than those of any other Irish line?—Yes.

53259 And therefore the comparison between your rates and the Continental rates which you have given in your evidence, so far from proving anything in regard to the other Irish rates, rather tends to show that the comparisons maintained by Mr. McNulty between the Irish rates in general and the Continental rates are probably correct?—I was only concerned to show the comparison with my own company's rates and in view of the statement made that the rates taken by Mr. McNulty were the lowest Irish rates, I thought it was my duty to point out to the Commission that there were lower rates in existence, and in fact.

53260 I think you are quite justified, and, in fact, called upon, as representative of the South Eastern line, to say so, but the South-Eastern is only 160 miles out of 3,300, and, therefore, you are speaking of about one-twentieth part of the Irish mileage?—For my own company.

53261 The comparisons may be absolutely true as regards the remainder?—They may be. I do not say they are, because I have not had the opportunity of comparing them with the lower rates of some of the other companies.

53262 When I look at the proportions, as shown by Mr. McNulty, between the Continental rates and the Irish rates in general, and when I compare that with the proportions between your rates and those of the Great Northern Railway, I see nothing to disturb the comparison of Mr. McNulty, so far as the Irish lines in general are concerned?—That may be your deduction.

53263 Look at the comparison between your rates and those of the Great Northern, which appear to be as low as on any other Irish line except yours. Yours are only about half as much in many cases?—I would not say that is generally so; if you take the first page of the first statement you will see that where the Great Northern rate is 5s. 3d. ours is 4s. 6d., and you have Great Northern rate 7s. and ours 7s. 6d., which is higher.

53264 But you gave numerous rates which were only about half?—They were the special rates for agricultural produce, arising out of that specially low rate which I have mentioned before—that 4s. 6d. rate on statement No. 2; but I do not think you can apply that generally to the whole of the rates, nor would it be strictly correct to assume that our rates were generally one-half of those of the Great Northern.

53265 Let us take it in a wider sense; except for some 15 pairs of stations in Ireland, non-competitive rates are in operation?—Yes.

53266 The rates on your line, I think, on the other hand, are forced down by water competition?—Do you mean any competition as between sea and rail?

53267 As between sea and rail, not as between railways?—As between railways as well.

53268 And there is scarcely any line so much on the sea coast except your own?—The Great Northern runs pretty near the coast; and of course they are competed with at various points.

53269 The vast majority of their stations are inland?—That is so.

53270 Let us look at your line again; it is situated peculiarly. I believe it is quite correct to say that there is no station or town of any importance on your line from Dublin on the one hand, to Waterford on the other, that has not direct water communication with every other station of any importance on the system?—The water connects them; but there is no actual competition between every pair of stations by water.

53271 You have no communication between most of them, and even those that appear to be inland have river and canal communication?—That is so.

We have the river, of course, to Kinscorthy, the Slaney, and at New Ross we have the Barrow, and Grand Canal as well, but my point was rather this, that there is no competition by sea between Bay and Wicklow, or between Wicklow and Waterford, or between Kinscorthy and Waterford. True, they are all on the coast, but there is no real service between these points, either intermittent or otherwise.

53272 There may have been, or there might be. It is possible that such a service might arise.

53273 The rates are fixed, not only in view of actual competition, but also to prevent competition from arising?—That is an element, undoubtedly.

53274 Garry is the only exception. How far is Courtown from Garry?—Courtown is about four miles from Garry, and Garry used to import its coal through Courtown.

53275 Would it not be correct generally to say that your rates have been dictated by the fact of the possibility of water competition?—I should say they have been influenced; I would not go to the extent of saying that they have been dictated.

53276 In some cases dictated, and generally influenced?—They have been generally influenced by the fact that we had between Dublin and Wexford, and the more distant ports an active competition by water.

53277 I gather from your evidence that the effect of these exceptionally low rates has been exceptional development. What I mean is this: that the development of traffic on your system has been greater than the development of traffic on the Irish lines in general?—I am sorry that I have no comparative figures that would enable me to say, but I believe there has been a development in our own district consequent on the low rates. I think it was Mr. Aicord who put to me the question whether these rates were paper rates. I have just taken out some figures, showing the traffic carried in 1906 under these special rates. Take grain, for instance, 53,665 tons in the twelve months.

53278 That is on the 4s. 6d. rate?—No; out of that, the 4s. 6d. was accountable for only 15,438 tons; the other was traffic either carried at lower rates, or some of it going from Dublin down to mills was at a higher rate. They are not paper rates in any sense. Bricks and other commodities, for which we gave special rates, amounted to 12,187 tons; stone, 22,671 tons; coal, 36,810 tons; ale and porter, 11,378 tons. I did not mention it, but we have specially low rates for ale and porter. Then, for artificial manure, an important traffic, we have 12,626 tons in 12 months. I am sorry I have not the comparative figures for any period or I should be glad to have given them to you.

53279 Lord Purcell—What is the total?—I have not the total.

53280 Mr. Scoville—What is your impression as to the course of these figures of traffic for the previous years?—I think upwards, that is, the traffic has been developing.

53281 Do you think the effect of your low rates has been to develop these very important industries on your system—to develop them much?—Certainly. In the case of some individual industries, I know that the development has been the result of the cheap rates we gave, such as the brick manufacturing, and quarries; they could not have worked unless we had given them low rates to Dublin for the bricks and stone, and they have done pretty well.

53282 Do you say that these figures which you have just quoted, considering all the circumstances of the district, indicate a satisfactory and hopeful development?—I think they do.

53283 Do you consider, on the other hand, that without the facility you afforded some of these industries would not have come into existence, or would have ceased to exist?—It is probable that is so. I do not know that before opening a new quarry or brick works people came in every case and ascertained what the rate would be. I know in one case they did, because I dealt with it myself. But as doubt the industries could not have continued, and continued successfully, without the encouragement and help we gave them.

53284 Surely that is of vital importance in the inquiry. You allowed low rates, and you say that in your experience these are industries thriving and developing, which would not have been developed, or would not have existed without the rates you gave?—Not at the same ratio, at any rate.

The majority of the very low D. & S. E. rates are the special rates for agricultural produce.

Except for some sixteen pairs of stations in Ireland non-competitive rates are in operation.

The rates on D. & S. E. line, forced down by water competition.

The vast majority of the D. & S. E. stations are inland.

The peculiar situation of the D. & S. E. line as regards water competition.

No communication between most of the stations.

Jan. 3, 1908

Mr. Alexander  
G. Ross,  
General  
Manager,  
Dublin  
and South-  
Eastern  
Railway.Decrease in  
traffic the first  
half of 1908The traffic of  
the whole of  
the Irish rail-  
ways decrease  
seriously during the half  
year.Economies as  
cost and is  
working  
expensive to  
maintain the  
balanceFor some years  
no grants for  
Irish railways  
except out of the Development  
Fund, now exhausted.The question of  
Government  
assistance to  
Irish railways.The proposed  
diversion of  
the line would  
not induce any  
great increase  
in traffic.The trend of  
affairs in  
Ireland seems  
to point to  
increased  
working ex-  
pensesA grant would  
materially de-  
crease the  
working ex-  
penses and  
increase the  
net revenue

53355. Could there be any more conclusive evidence of the vituperating influence of low rates upon industries?—I do not know that anyone denies that. The only question is, to what extent the low rate can assist an industry. In some cases the rate is a very small portion of the expense; but in many cases the rate is for very cheap commodities—bricks, coal, gas for manufacturing purposes, and so on; and, there the railway rate really forms a comparatively large percentage in this way of the actual value of the goods.

53356. May I suggest to you that the importance of the railway rate is not to be measured merely by comparison between the rate and the value, but probably by a comparison between the reduction of rate and the profit to the trader upon the article?—Yes; there is no doubt that is the element that tells.

53357. Taking the matter from year to year, do you not think traders, especially small traders, might feel all the difference between success and an impossible bar in what may seem to be a moderate reduction of the railway rate?—I can conceive that to be possible in certain cases.

53358. I am sure you have observed in the most progressive countries, and in those in which traffic is most developed, great importance is attached to one minute gradings of railway rates?—I think that is so.

53359. I think I have gathered from your proof that you claim in the last 20 years the percentage of expansion of your traffic has been greater than upon the Irish lines in general?—I would not like to say that. I do not know that I have said it.

53360. That is the impression I have derived from the proof—that the percentage of increase is larger?—I have not made the comparison, and I do not think I could state that.

53361. Now we have in your case very low rates, very great development, and very great encouragement of domestic industries. What occurs to me is this, that if you had not such an enormous capital burden on your line, even with the low rates you charge, your line would be thriving now?—Undoubtedly, if we had not had such a very heavy capital we would have been in a much better financial position, and would have been paying some dividend, probably, upon our ordinary shares, which, as you show, at present, and for a long time, have not had any dividend.

53362. That is, the low rates work out their natural result in the expansion of traffic, and would have placed your line upon a tolerably prosperous footing but for the fact of the excessive capital?—Not only excessive capital.

53363. High capital?—Not only that; but the unusual expenditure upon coast defence, and other items of that kind which I have pointed out to you.

53364. I group together everything which in the case of your line has necessitated the raising of a particularly high capital, and I suggest that if these exceptional facts had not existed, the low rates that we applied to your line would have brought you into a condition of prosperity by developing traffic?—Probably, I believe that is so.

53365. What are your present net receipts. By net receipts I mean the amount available for payment of debenture interest and dividends?—The net receipts for the half year ending December, 1907, were £337,336, and for the half year ending June of the same year £31,399.

53366. I want to know the net receipts available for payment of debenture interest and dividends. Will you please take out of those figures any payment in respect of the City of Dublin Junction line, the New Ross and Waterford Extension Railway, and the rest of the Kingstown line. Leave the debenture interest in?—Well, the payments that we have to make are two. We have to pay £4,000 per annum to the City of Dublin Junction, and £4,000 to the New Ross and Waterford Extension, and there is £30,000 for Kingstown rent.

53367. Last year you paid debenture interest and fell divided on consolidated preference?—Yes.

53368. Debenture interest is about £40,000 a year, and the consolidated preference £18,000; those come to about £58,000, and you carried over £10,000?—Yes.

53369. That would make your net receipts available for interest and dividends £79,000?—Yes; I take it that would be so.

53370. Last year was a good year?—Yes.

53371. Your net revenue this year is less?—Yes.

53372. The traffic is down £7,000 for the first half year?—The traffic of the whole of the Irish railways has been going down seriously during the current half year. It is now beginning to pull up again; but, in the case of some of them, owing to the comparison with an exceptional period, the passenger traffic has been much lower than last year. Then, owing to the very wet season and the light harvest, I know that we have lost very seriously on the grain traffic; it has been later in coming up to Dublin, and a great deal of it is not marketable. So, we will not show as well, although I quite believe we shall make a fairly good showing.

53373. You lost £3,000 on the traffic of the June half year?—Yes.

53374. It rather looks as if the net revenue this year might be about £60,000?—Yes.

53375. Lord Purser—You are saving coal?—We are saving coal, and we are reducing working expenses where we can in order to maintain the balance as much as possible. It is a very difficult matter, of course.

53376. Mr. Seaton—It looks as though the net revenue for the present year might be just able to pay the interest on the consolidated preference, without any margin?—Yes, and probably carry forward something.

53377-8. Of course, if you can get a grant from Government—a grant from the Government, so far as it goes, would induce your difficulty. You know that for some years there have been no grants for Irish railways except out of the development fund, and that this fund has been swallowed up by land purchase?—Yes.

53379. Is it a promising system or a good system that in the condition of Ireland each individual railway should be left to take care of itself, and no regard paid to the general condition of the transport system?—The majority of the railways, I do not think, are able to make out much of a case for assistance; I think ours is a special case. I cannot conceive of the whole of the railway companies going to ask the Government for aid.

53380. What I suggest is, that if the Irish railways could be regarded as a whole, and if resources could be brought to bear upon questions of transit as regard to their relative urgency and importance, a case like yours, which is undoubtedly of prime urgency and importance, would have a very much better chance than if you are left to your own devices in dealing with the Treasury?—That might be so.

53381. Even if you obtained a grant, the works which you propose to proceed with, where they are works of protection, as in the case of the coast, or works of equipment, as in the case of your principal stations, would not necessarily or soon increase your revenue?—No; the diversion of the railway, if it took place, would not lead to any large increase of revenue. We would bring our line nearer to a traffic which perhaps we do not get at the present time, and we might increase a little, that is between Greystones and Wicklow by bringing Newtownmountkenny, Kilscock, and Newcastle. The line would be taken of us up to them, and we might get some traffic, but I do not think these would be any large addition.

53382. The trend of affairs in Ireland seems rather to point to increase of working expenses?—As a rule, unfortunately, all over.

53383. So it looks as if your position would not be less difficult as time goes on?—Under what circumstances? If we had a grant, do you mean it would not be less difficult?

53384. Even if you received a grant the expenditure of the grant would not substantially increase the revenue whilst the trend of working expenses is upward?—Yes; it would decrease to a very important extent the working expenses. The £40,000 we spent upon coast defence would be saved altogether, and would go to increase the net revenue.

53385. Lord Purser—That is about £4,000 a year?—Yes, and the other expenditures, some of those that are special, would decrease.

53386. Mr. Seaton—It was pointed out in relation to your line that your gross receipts are better now than before the tramways were electrified, and that the difficulty has arisen from the great increase of expenditure; and it is shown that, taking 1896 as the standard (the year after the tramways were electrified), you have expended since then a quarter of a million of money in excess of that standard. Do

Dec. 8, 1868.

Mr. Alexander  
G. Reid,  
General  
Manager,  
Dublin  
and South-  
Eastern  
Railway.

The increased  
expenditure in  
last year.

And the  
exceptional  
circumstances  
that caused it.

The main  
cause of the  
charging is  
revenue of  
road  
personally  
charged to  
capital.

The ordinary  
shareholders  
draw out from  
dividend  
themselves.

Possible im-  
provements in  
material  
conditions.

The question  
of amalgama-  
tion or par-  
tial sale by a  
wealthier  
company.

you consider that your evidence accounts for that increase in expenditure of £357,000 in ten years as due to exceptional causes?—I do not know the figure you are speaking of.

53317. You gave the expenditure for 1866, and I was taking the excess for subsequent years. Down to the present time the entire expenditure above the 1866 standard has been £227,000.—I do not admit the figure, to begin with, because I do not know it. But I say this, that we have, owing to the unusual expenditure forced upon us by the coast defence, and also by increased expenditure in connection with the working of portions of the line, say, for instance, the Kingstown line, we have had to continue to run a full service for very much diminished receipts to compete with the tramway. That increases the percentage of the cost of working very seriously; but the main thing is, I think, that we have been charging to revenue very largely what was formerly, in the case of my own company, charged to capital. If the figure you gave me was examined and dissected, I think a good portion of it would be found to arise from those causes.

53318. It was with a view to enable you to dissect it that I have mentioned it?—I am sorry that I have not the material here. I have some information with regard to the gross receipts.

53319. I must say, in justice to you, that, listening to your evidence, it appears to me that the extra expenditure which, as you have shown to-day, has been charged to revenue—because of your poverty or inability to raise capital—does so much exceed what would have been charged to revenue if you had been in the ordinary position of an Irish railway company that it will go very considerably at least to account for this figure of £357,000. That is your own opinion, is it not?—It is.

53320. If you have to raise the capital for preservative works, and works of equipment, in other words, to meet that £350,000 the charge for interest will be increased by £14,000 a year?—Yes.

53321. Under such conditions your ordinary shareholders would be shut out from the prospect of a dividend?—Well, they would be further from it there is no doubt. I would not say shut out.

53322. They are now some distance away, and to put them further back would be discouraging?—You will not forget that we carried forward in December half of last year £11,000, after paying all our debenture interest, and all our guarantee, and paying the dividend on the preference stock.

53323. I remember that, but last year was a very favourable year?—A favourable year will come again. We are not losing hope that we shall have similar conditions in Ireland in regard to the traffic in the future.

53324. Lord Parnell.—Is it cumulative preference?—No.

53325. That is very fortunate?—I think with a fair development of traffic, and reduction of working expenses, such as we are endeavouring to effect, and by the saving in the cost of coast defence, there would be a fair prospect of paying interest on any additional capital we might issue. I don't think we should require to begin with anything like the £250,000, or would get it. We have to go to our shareholders before we can issue a penny of it. We have carried practically the whole of it for expenditure, and we would practically have to define every item before the shareholders would give us authority to issue, but I do not think that with rigid economy, such as we are endeavouring to practice, and some development of traffic and saving in exceptional expenditure there is a good prospect not only before the preference shareholders, but also before the holders of ordinary stock.

53326. Mr. Stewar.—In any event, the increase of your interest charge will make the position somewhat stringent?—To the extent of the interest on the issue it will be that much more stringent, no doubt.

53327. Some witnesses have indignantly given your system away to one of the other big lines?—So I observe.

53328. Considering your financial relations, there does appear to be some possibility that your line may pass into the hands of a wealthier company. I should like to ask you whether it would be better for your company, and better for the country, that if your company should pass into the hands of a wealthier

company, so that it should become part of a system of unified Irish lines?—Would you pardon me if I prefer not to express an opinion upon a matter which has been very fully dealt with by my own chairman? I think it would not be becoming if I were either to criticise or deal with a matter which he has fully dealt with. I have no authority from my board to express any opinion with regard to the matter put to me, and I would not like to express one.

53329. You prefer to confine your evidence to questions of management, and not to touch upon questions of policy?—Yes.

Examined by Mr. Atkinson.

53330. Your rate book does not seem to be up-to-date?—I am sorry to hear that.

53331. Here is an entry?—"The underground temporary rate between Arklow and Harcourt street will remain in force until 31st March, 1868?—That has been left in.

53332. Does it or does it not exist? It is dated November, 1867, and is to remain in force until 31st of March, 1868. It is inserted by the ground edge of the company's rate book?—What is the rate?

53333. The rate in tiles is boxes. It is 5s. a ton.—That rate will be still in operation. I conclude the Arklow Brick and Tile Company are the people for whom that was issued.

53334. It has been issued as a temporary rate, and been allowed to be kept on without any notification of having been kept on after the time has expired. It may be possible that there is something different in the station book?—That book is not the book to which the public have access. That book is kept in my office, and the temporary rates are allowed to remain in it for the purpose of reference.

53335. This book is inaccurate, clearly. You say you do not doubt it is still in force?—I should imagine so, being for files, and not having to my knowledge withdrawn the rate.

53336. Is not that a proof that this system of temporary rates and leaving out is an objectionable system?—I do not think so.

53337. It ought to have been torn out, clearly?—If it had been a station book it should have been torn out at the date, or otherwise it should have been enclosed "extended for further period," but that is not, as I say, a book to which the public have access.

53338. There is a large number in that condition. There are a number which have expired in last September or in last July, or something of the sort?—The station would keep the entries, and if the rate was extended they would be told so, and would mark it.

53339. You believe that the probability is that the rate is in force, and very possibly without notice. Do you not think it a bad system?—I agree it should not happen in a station rate book.

53340. I suggest it is a system which naturally leads to inaccuracies, and casual treatment of that kind?—It may lead to that.

53341. Not to mention the question that I think it is illegal. Take another point. Do not I understand that from any station on your line there is a 4s. 6d. rate for grain to Harcourt street?—Yes.

53342. I wish you could show me that in the book. It is a general rate. I cannot find it in any place?—I intend to hand in a circular which is sent to the public.

53343. I am told, Mr. Chairman, that anybody can understand a rate book. I believe I am better qualified than the average trader in that respect, and I cannot?—Where is it?—(Exhibiting book.) It is in the Harcourt-st., Dublin, book, and I have no doubt it is in the rate book at each station.

53344. There is no reference in the body. It is something pinned in. Obviously, if I wanted to be sure whether a thing of that kind existed, I should have to look through the whole of the rate books to see whether it is in. It is neither Harcourt-st. nor Inch?—No, but if you go to Inch you will find it in the rate book there. You will find it in the rate book at Harcourt street at the place where the whole of the stations are shown.

53345. But there is nothing to make me look at that special notice if I am sending grain. It is an accident that I happen to see it?—I think it is more conspicuous than if entered in writing in the ordinary way, if you ask me.

53346. There is no cross entry to it that I can see opposite grain?—There is not.

Dec. 3, 1948.

Mr. Alexander G. Reid,  
General  
Manager,  
Dublin  
and South  
Eastern  
RailwayRoad motor  
service.Lean per  
agreement to  
the Company.The motor  
lorry carried  
substantially  
all the  
merchandise  
traffic.Where there is  
not traffic for a  
light railway,  
motor transport  
would be a  
reasonable  
substitute.The Irish light  
railways going  
on 25 years,  
but are only  
paying work-  
ing expenses.Speed limit of  
the motor  
lorry.The amount  
advanced by  
the L. & S. E.  
Co. to the  
D. & S. E.  
Co.

53347. You told Mr. Sexton about the diversion of the line saving you \$4,000 a year in maintenance. What was the estimate for it?—I think the total estimate was \$160,000.

53348. Call it \$6,000 a year for interest?—Yes.

53349. Then there is no money gained by moving the line provided you could keep it where it was for \$4,000 a year?—When we got these powers we had had a serious breach in the line, the sea took away nearly a mile of it, and we did not know that that might happen again within the next three months, and we got powers to divert the line to a place of safety.

53350. Do not think I am criticising in the least, but if for an average of ten years you can keep the line where it is at a cost of \$4,000 a year, and there is no advantage in spending \$160,000 in moving it?—No.

53351. Now, another point. You said you did not think the ordinary railway had much claim to a grant—say the Great Southern or the Great Northern. We have had evidence of a number of little branches that are wanted, but which could not be expected to pay more than their working expenses. Under those circumstances you could hardly expect the Great Southern or the Great Northern to make them, could you?—Under those circumstances it seems they would want a grant for the separate extensions.

53352. What is the machinery at present by which you public authority can settle between all the different people wanting grants as to which is entitled to get it. There is clearly not enough money for everybody next year?—No.

53353. What machinery has any Government department got at this moment to decide between different applications as to which is the most meritorious, and the most meritorious at the moment?—I am not aware of any.

53354. Does it not seem desirable there should be something of the kind?—If they are to give money, there should be a system under which it is given, and, of course, all the circumstances should be taken into consideration.

53355. You agree that the present system has been niter a "pull devil, pull baker," business?—Yes.

53356. And you agree it could not go on, and that if money grants are to be given they must be given systematically, and after consideration?—Clearly.

53357. I am very much interested in what you say about your motor. Roughly, this 5-ton motor costs about 750 a mile to run?—Yes.

53358. You run cheap, as you have your own fitters and your own works to keep them in order. Now, that being so, let us see what you earned. I assume you run just once each way daily?—Yes.

53359. You made a mileage of about 100 miles a week. Now, then, what is just about what you earned?—About \$3 10s. a week.

53360. You earned, in other words, about 8s. for each mile you ran over a week. They ran over 9 miles of road, and got in 72s.—that is 8s. a mile mile. Do you not think it should have got a good deal better than that?—Do you mean we might have got a good deal more traffic, or got more for it?

53361. That is a question I leave to you?—I think we got all the traffic we could at the time. I do not think a lowering of the rate would have brought more traffic.

53362. Your rate, apparently, was about 4d. a mile a mile?—About that.

53363. That is hardly cheaper than the Irish farmer would do his own carting?—I do not think you would get the carting done for 9 miles from a station to a village, involving an empty journey from one direction for less than 3d. 6d. per ton.

53364. You were charging practically the same rate that you thought the road cartage would have been?—Probably a little less.

53365. I agree; because if you would carry a ton at 3d. 6d., you would not carry a quarter of a ton at 10d.?—Yes.

53366. And that practically your rates were reasonably fixed?—I think so.

53367. Do you think if the experiment had gone on your traffic would have grown?—No; we tried it for three years.

53368. I am only trying to get your opinion?—I think that was the best that could be made of it.

53369. At any rate, you were covering your working expenses?—Yes.

53370. What you were losing, let us see—what did your motor cost?—About \$500.

53371. Give it a life of five years—that would be reasonable, would it not?—Yes.

53372. That is \$100 a year for depreciation, and \$90 a year for interest—the concern was losing \$190 per annum?—That is not the only item. You are ignoring what I pointed out as the controlling factor—the condition of the roads.

53373. I quite agree. Clearly, if you are going there as a benefactor, and are to be made to pay through the nose, you are not going; but suppose you can get the roads, and there is no extra charge for the roads, there would be a loss to the concern of \$190 per annum?—Yes.

53374. Against that you are getting something?—Getting a certain amount of traffic we should not otherwise have had.

53375. So that the loss to the company is not very serious, leaving out the road?—No.

53376. Probably, if it had not been for the road question you might have kept going?—Probably, if we had not had to meet charges for the maintenance of the road, and threats of claims owing to breaches it is alleged we had made in the road, and which, it is said, would have caused accidents.

53377. The real point I want to make is this:—How far was that motor really doing for the district the work which people want to get light railways for? Was it really doing substantially all the carriage of merchandise traffic that wanted taking?—Substantially.

53378. Taking merchandise traffic for the village of Newtownry?—Yes; but of course a light railway generally provides many facilities that a motor lorry does not provide.

53379. It carries passengers, of course?—Yes, and a quicker service for light parcels and those sort of things.

53380. Suppose you had substituted for your road traffic a inland road train it might have taken passengers, and have taken them at a reasonable speed, say, seven or eight miles an hour?—I have no experience, but I think they ran at about that.

53381. In a case of that kind does it seem to you that there is any claim to make a light railway, any reason to ask anybody to construct a light railway, or do you think that the development of this motor arrangement would be all that the district could reasonably expect?—I think where there is not traffic to pay the expenses of a light railway motor transport should be a reasonable substitute.

53382. We know that the light railways in Ireland have been going on for an average of 25 years?—Yes.

53383. Roughly speaking, they are paying their working expenses today, but no more. There is a capital of about \$4,000 a mile, which means \$160 a mile per annum that has got to be met. On nine miles you are losing \$120. The average light railway after twenty years of development is losing \$160 per mile. That is a fair comparison, is it not?—I think it is.

53384. And substantially, and goods, your motor was doing all that need be done?—Of course, there is a qualification which I should probably make. A good deal depends upon the length of the haul. The motor lorry was working to its full capacity in running nine miles each way per day.

53385. You were, with heavy locomotives, limited to four miles an hour?—Yes.

53386. Led Pirrie?—Did you go up to twelve?—We did not go up to twelve, or anything like it. I think we were limited to five.

53387. Mr. Asworth?—Yes, not having a special Act, could not get past four?—A motor wagon, where the distance is 19 or 20 miles, would be a very poor substitute for a light railway.

53388. Of course, if it was limited to four miles an hour, clearly?—Where you have a distance of from nine to twelve miles, I should say motor lorries might provide a service, although they do not meet the requirements of the district altogether in the way of passenger traffic or light parcels.

53389. But, supposing there were no carts, there would be no reason why you should not have a motor lorry and also a passenger wagon once a day or twice a day?—No.

53390. Now, just one other thing. Your Chairman told me about the North Western having advanced about, roughly speaking, \$100,000, which you would

Dec. 8, 1898

Mr. Alexander  
O. Reil,  
General  
Manager,  
Dublin and  
South-Down  
Railway.

The interest  
advanced by  
the L & N. W.  
Co. on the  
D. & S. E.  
Co.—*contd.*

The preference  
given to the  
L. & N. W.  
Co.'s route  
under agree-  
ment.

Circumstances  
under which  
the L & N. W.  
Co. advanced  
the money.

Previous  
agreement in  
1871.

Goodwill  
attached to the  
line.

The interest of  
the L & N. W.  
Co. on all  
traffic now  
Dublin

have had a difficulty in finding in other ways. They have a director on the board, and he has influence, and things naturally went in the direction of getting traffic towards Dublin when they could get it, instead of going to Wexford or Waterford, when they would not get it.—Whenever the N.W. route forms a convenient route for traffic we have to use our influence to secure the traffic for that.

53398. You give them a preference?—Yes; it is set out in the agreement.

53399. Apart from the N.W. agreement, would it not be your interest, say, from a middle point on your line, say, Arklow, to send traffic, say, as say, for Bristol, by the Wexford route, because you would get a division of a shorter mileage?—Of a longer mileage, you mean.

53401. No. Assuming you were starting from a point mid-way between Wexford and Dublin, if you sent it by the shorter route your proportion of the rate would be larger!—From mid-way on our line we would get the same mileage in either direction.

53393. But in the one case 70 out of 500, and in the other 70 out of 250. So that by the ordinary methods of division it would be to your advantage to send by the Wexford route where that was the shorter route, would it not?—Not altogether. It depends on how much mileage we get out of the traffic on our own line.

53393. I do not think I am entitled to ask you whether the N.W. give you an extra mileage proportion on your traffic; but without that it would be to your advantage to send by the shorter route, because your rate per mile would be higher?—It is not always so. What I am prepared to admit is that it is to the interest of my company to send the traffic by the route out of which it gets most. It is not always necessarily the shorter route.

53394. Then, it being to the interest of your company to send it by the route out of which you get the most, do you always get the most by sending it via Dublin?—I could not answer that offhand.

53395. The North Western do not give you £100,000 for fun. They do it in order to induce you to do something which you otherwise would not do, I suppose, or might not do!—What really happened was that they have had an agreement with my company since 1871, which was coming to an end in 1901. That agreement provided pretty much what I have already told you. There was not £100,000, but there was the smaller amount of £30,000 advanced under somewhat similar circumstances, and that smaller amount had been repaid. The repayment of the capital advanced did not release them from the obligation to indemnify the traffic.

53396. Of course, that was in the days when you had no connection to the South?—Yes, clearly. Then when we were in the middle of construction of the New Ross and Waterford Extension we found that we could not really finance it; we could not get out the stock, and we were at a standstill. In those circumstances the North Western came to our aid, and, making as a condition the continuance of the arrangement which had existed since 1871, they advanced us £100,000.

53397. Because it was in their interest that everything should go via Dublin you agreed?—It was in their interest that they should get as much as they could via Dublin, and particularly in the case of the New Ross and Waterford line, that they should be able to get traffic by that route to Dublin, especially as they had no rates from the running power district.

53398. It was their interest to get everything through Dublin that went to England? They did not

think that was necessarily your interest, so they gave you £100,000 to make it your interest?—If you put it in that way.

53399. If I put it in that way, is not that correct?—I do not say it is.

53400. I won't ask you to admit it. It seems to me to follow. But let us leave it. That is what happened, that they did advance it, and you undertook, though you had two outlets, both Waterford and Rosslare, at the lower end?—We had neither then.

53401a. You were going to have, and you undertook to take it all through the upper end?—No, we undertook that where the route was a reasonable route uncongested traffic which we could control should be sent via Dublin.

53401. But that means that goods were always to be taken if possible. It did not mean that you were to send traffic uncongested from Macarone Junction to Fishguard road by Dublin, but that where there was any reasonable question of an alternative it was always to go by Dublin?—It was—all uncongested traffic. But I would like to say that the uncongested traffic forms a very small proportion of the whole.

53402. And the traffic that is congested, because the railway companies ask that it should be congested, is a considerable proportion of the whole, is it not?—That is so.

53403. Mr. Serjeant.—Uncongested traffic is 5 to 10 per cent. Yes, it may be 5 to 10 per cent. It is not only our railway company which is at work inducing traffic to be congested. On our line there are cuttings for all the routes, doing their best to secure the traffic by the Rosslare route and other routes. There are cuttings for the Mullend, the Great Northern, the Great Central, the City of Dublin Steampacket, and the Great Western; the whole lot of them are about the line, and each is, of course, quite properly, using his influence to get traffic consigned by the route he represents.

53404. Lord Foster.—You were speaking about the motor service, and you said that you do not think a greater distance than nine miles would be desirable for a motor service. Are you not aware that the Great North of Scotland Railway started only three years ago between Ballater and Braemar two motors, increasing until now they have two or three motor services for passengers, and two or three for goods and parcels, and, in addition to that, the carline, as far as I could see, of the general goods for the village of Braemar and that district is conveyed by motor service?—I was not aware of that. I knew about the motor passenger service; I have travelled on it, and a very good service it is. They are quick motors, going the distance in much shorter time than a four in hand could do it. I did not know they had carried that out in reference to heavy goods.

53405. All the parcels and baggage are now put on a motor van, and away it goes. Are you not aware, in the last few weeks, a service is being started for delivering all parcels largely to Manchester and Portsmouth from London direct—not the Post Office, but private distributing people—in short what can be done with a quick motor service. You were dealing with a slow service for heavy goods which has practically failed at all the places where it has been put on?—Yes. I had not in mind the convenience of what we call, coaching traffic, but purely goods traffic and by comparatively slow motors. Under the Act your lordship referred to when the scheme was under consideration, and when it looked likely to go—and I always hoped it was going forward—I always understood there was a clause by which the speed might be materially increased, and the weight increased too.

The Commission adjourned till the following morning at 11 o'clock.

## EIGHTY-NINTH PUBLIC SITTING.—WEDNESDAY, 9th DECEMBER, 1908.

In Westminster Palace Hotel, London, S.W.

Commissioners present:—Sir CHARLES SCOTTER, BART. (Chairman); Right Hon. LORD PIRRIE, P.C., K.P.; Sir HERBERT JEKYLL, K.C.M.G.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH, and Mr. JOHN AUDLEY FREDERICK ASPINALL;

Mr. GEORGE E. SHANAHAN (Secretary)

Mr. EDWARD A. NEALE, Traffic Manager, Great Southern and Western Railway, examined by the CHAIRMAN.

Dec 8, 1908.

53405. You desire to give some further evidence?—Yes. You said you would postpone the evidence on the Continental rates until you saw what use you were going to make of them.

53406a. So far as I am concerned, I don't think we can make much use of the comparisons, and I really don't see much necessity for going into that question.

Is Cyster Barrington, Solicitor.—Mr. Neale was prepared to go into this before, and you said you would postpone it. I think the company would like you to hear what he has to say.

53407. Chairman.—We will take you shortly. First of all, you raise some question as to the proper comparison of the rates from the Continent to England, as compared with the rates from certain places in Ireland?—The proper comparison to enable us to judge of the relative positions of exporters in the two countries is the gross amount of freight paid when the traffic has arrived at its destination in England. The comparison given in the tables does not show this, as it gives the rate in the Irish case from the point of production, while from the Continent the rate is taken from a port some distance on the journey to England.

53408. You don't dispute that the rates from inland places in Denmark to the ports for export are lower than any rates either in Ireland or England?—I do not.

53409. Your contention is, that to make a proper comparison the whole charge for sending and conveying should be taken into consideration?—That is so.

53410. That is the total amount of money that somebody has to pay, either the sender or the consignee, and that traffic is sent from Ireland, and that the amount to be paid is less in the gross than in the case of traffic sent from Denmark?—To the principal places of consumption.

53411. Let us see what you have got to say about butter?—My company are by far the largest carriers of butter in Ireland. For better the principal export that Ireland has to meet is Denmark, the butter from other countries via Rotterdam, Hamburg, and other ports is not so important.

53412. There is an enormous amount of French butter?—Still not so much as the Danish butter.

53413. Yes, Denmark is the largest?—The rates from the Danish ports are lower than any of the others, so that the comparison that stands well for Denmark will stand well for the rest of the Continent, except, possibly, for portions of France.

53414. Mr. Sexton.—Next to Denmark, Russia is the largest exporter to Great Britain, though it is a very distant?—Yes. The principal markets for butter from the South of Ireland are in the Lancashire and Yorkshire districts, and Manchester is the great centre of distribution. The principal export of butter from Denmark is from Copenhagen, or at least it was so when I was there, about five or six years ago. There is also a considerable export via Edinburgh. The tables "A," on pages 172-3 of Mr. MacNulty's evidence given on 12th March, 1908, hardly represent the case fairly for my company, as

there is practically no butter worth speaking of sent from Tuam, which is one of the stations given, and it is not a typical station. The Tralee rates with Liverpool shown are the highest of the various routes, while the lower figures via Cork, which are referred to, would be the fairer contrast. The Cork rates given are those via Dublin or Rosslare, while the direct rates by sea, via Liverpool, are ten per cent. less than those shown, and the great bulk of the traffic is sent at the lower rates. Then he also shows rates to Glasgow and Edinburgh, to which places practically no butter is sent over the Great Southern Company's system.

53415. The Cork rate would be entirely a water rate?—There would be lower figures, but Cork to Liverpool would be merely a water rate.

53416. That would be comparing railway rates with a water rate?—Yes. I hand in a Table (1),\* giving a comparison of the average cost from Denmark, and from the principal sending stations on the Great Southern and Western system in Ireland, to Liverpool, London, Birmingham, Manchester, Leeds, and Sheffield, and showing the percentage by which the Danish rate exceeds the rate from Ireland. The rates from Denmark are taken from the Danish ports shown at page 172-3, volume 4, of the Minutes of Evidence, and 2s. per ton is added for inland freight charges. The 2s. is arrived at from actual consignments from various towns to Edbjerg. I have not given similar information for Copenhagen, but I have taken the same figure for inland freight.

53417. When you add the 2s. you increase the length of the haulage and the service rendered?—Yes. In cases where the cross-Channel rates include cartage on Ireland the deduction for same has been made. Take the case of Liverpool.

53418. Chairman.—Take London?—London is not a very good instance.

53419. Is not it a good market for Danish butter?—Yes, but it is more to Manchester and the Yorkshire and Lancashire districts that the Irish butter is sent, and also to South Wales.

53420. Take Liverpool?—Take Manchester. The Edbjerg route shows an excess of rates over the rate from Limerick of 29 per cent., over Tipperary 22 per cent., Chelmsford 25 per cent., Mallow 34 per cent., Tralee, 17 per cent., Cork 43 per cent., Knocking 30 per cent., Ennis 11 per cent., Newmarket 25 per cent., Midleton 37 per cent., and Limerick 34 per cent. These are the whole of the principal sending stations. The Copenhagen route percentages are somewhat higher. In the case of Birmingham it is much the same. In every case the Danish butter pays a higher rate. In the case of Leeds the Copenhagen route is a little in excess, and the Edbjerg route is less, that is, the Danish butter pays a slightly lower rate. It is the same in the case of Sheffield—you are then getting nearer the Eastern ports in England.

53421. Mr. Sexton.—Have you any information as to the relative volume of exports from Edbjerg and Copenhagen?—I saw the figures when I was over there, and Copenhagen had the largest export.

\* See Appendix No. 7 (J).

Mr. E. A. Neale, Traffic Manager, Great Southern and Western Railway.

The Tables of Comparison submitted by Mr. MacNulty, Department of Agriculture.

The Tonnage and Tonnage Rates selected for Comparison.

Rates also shown to Glasgow and Edinburgh, but previously not submitted thereto from G. S. & W. system.

Comparison of the average cost from Denmark and from the principal stations on the G. S. & W. system to English stations.

The amount added to the Danish Rates for inland freight.

Excess of rates by the Edbjerg route over those from the principal stations on G. S. & W. R.

The Copenhagen route percentages are somewhat higher.

In every case the Danish butter pays a higher rate.

Dec. 9, 1905.

Mr. E. A. Steele, Traffic Manager, Great Northern and Western Railway, The Dublin Corporation, estimated by Mr. MacNully, Department of Agriculture—(see.)—

Reason why the Danish Government pay so much attention to the railway route.

Reason Traffic. Comparison of average cost from Denmark and from the principal stations on G. N. & W. Ry. to English stations.

Location of the principal bacon-curing establishments in Ireland.

The freight on bacon and butter in Denmark is practically the same.

The rate for bacon between Limerick and Manchester.

Freightage by rail, the Danish rates via Hamburg exceed the rates from Ireland.

The small percentage in the case of the Tralee route.

The rates from Denmark via Hamburg lower in every case to two English centres of consumption.

That the rates from Ireland.

The rate from Hamburg to Germany compared with that from Dublin to Liverpool by direct sea.

The sea route from Denmark much lower owing to the subsidy.

The average rate in Denmark to the port.

53422 The fact that the Danish Government pays such attention to the railway route, as has been so often mentioned, would appear to indicate that the larger export might be there?—It may be now, but it was not so in 1902. I have prepared a similar table for bacon.\* The principal bacon-curing establishments in Ireland are in the South. In this case I have made the same comparison and have taken the same inland freight, as from Mr. MacNully's tables you can deduce that the freight on bacon in Denmark is practically the same as that on butter.

53423 Chairman—Give two or three instances?—Take the rate to Manchester from the principal bacon places, Limerick, Tralee and Cork, where Denngs, Matheson, Slattery, and Shaw have factories.

53424 Sir Herbert Jekyll.—In Waterford there are large places?—Yes, but nearly all the Waterford traffic goes out by sea direct. There is very little carried over the Irish rails. In the case of Limerick and Manchester there is considerable business. The net rate is 28s. There are rebates given off the book rate in competition with the Ship Canal. The ordinary rate is 35s. 6d. canted in England, but 28s. is all that is paid.

53425 Chairman.—Where did you get this rate from Copenhagen?—From Mr. MacNully's tables. In the case of Tralee to Manchester the rate is 26s. It is really carried at 25s. 2d., and the rate from Cork is 31s. 10d. By the Hamburg route bacon from Denmark has to pay 42 per cent. more in the case of Limerick, 3 per cent. more in the case of Tralee, 25 per cent. more in the case of Cork. By the Copenhagen route the figures are 66 per cent., 42 per cent., and 72 per cent. in excess. The figures for Birmingham are somewhat the same. The figures for London vary. In the case of Limerick there is 13 per cent. excess by the Hamburg route, 1 per cent. over in the case of Tralee, and 12 per cent. over for Cork. The figures for Copenhagen are respectively 66, 50, and 70 per cent.

53426 How do you account for the small percentage over Tralee in both cases?—The Tralee rates are higher than the Limerick rates considerably. It is 70 miles further than Limerick via Waterford. In the case of Liverpool, of course, the Irish bacon has a still greater advantage. In the case of Leeds it works out that the rate by the Hamburg route is slightly less, and that by the Copenhagen route is slightly in excess, and Sheffield is much the same as Leeds.

53426a Mr. Scroton.—Taking the two commodities, butter and bacon, I think you work it out, that even after adding the 8s. for inland freight and charges, the rates from Denmark via Hamburg are lower in every case to two English centres of consumption, Leeds and Sheffield, than the rates from Ireland?—Yes. In connection with that, I would like to mention that the rate from Hamburg to Germany for butter, shown on the Department's table, is 16s. a ton. That is only 7d. less than the rate from Dublin to Liverpool by direct sea.

53427 How do the sea distances compare?—I could not tell you. One is 133 miles, and I suppose the other is 300 or 400.

53428 The point is that the sea rate from Denmark is lower?—Yes, because of the subsidy no doubt.

53429 Mr. Aspinall.—With regard to table No. I you speak of the 8s. as if it were a rate from an average of the charges on actual consignments from various towns to Hamburg?—Yes.

53430 You mean the other way about, from Hamburg?—No, from inland towns in Denmark.

53431 You mean that 8s. a ton is charged in Denmark?—It is an average rate in Denmark to the port.

53432 Chairman.—Of course if the average rate was as your calculations would be wrong?—Yes, but I got the charges from five places.

53433 Why did you take 8s.?—I got one of the English companies to get information as to actual cases. I think you have already seen this table. It was handed in before. It is from actual instances of traffic from five towns.

53434 Suppose there was no traffic from these places?—These are particulars on actual traffic.

53435 The average rate works out at 8s. 9.—Yes.

53436 Mr. Scroton.—From inquiries I have made I find that the maximum rate on butter from any part of Denmark to the port is 7s., so that you go higher than the maximum in every case, even though the butter might have come from a port near the port in Denmark?—I have added nothing. These are amounts that come forward as "paid on," and the Danish charges are entered as they are paid. They may include more than the railway freight.

53437 Chairman.—They may include port charges?—Carriage dues, etc., but these are sums that are actually paid.

53438 Mr. Scroton.—It appears to be the maximum for conveyance by train, and you appear to add more than this even though the butter may have come from a place not distant from the port in Denmark?—I don't say that the 8s. represents rail freight alone. It is the charges on the butter when it is loaded to the steamship company.

53439 Mr. Aspinall.—You would agree with me that the average rate for the carriage of butter in England from the port to whatever town it may be going to is a great deal in excess of the 8s. rate?—It is.

53440 A great deal?—It is.

53441 Sir Herbert Jekyll.—Do you know whether Danish butter is imported into Ireland?—It is.

53442 In large quantities?—A considerable quantity comes to Dublin.

53443 It also comes to Limerick. Do you know how much comes to Limerick, or whether any large quantity comes there?—I don't know that very much Danish butter comes to Limerick.

53444 I know it because I had a complaint from a Limerick butter merchant of the railway rates charged on the butter which he bought in from Denmark; but you don't know that there is any considerable traffic sent to Limerick of imported Danish butter?—No; we do import butter in the winter, but it is mostly New Zealand and Australian butter, I think.

53445 Mr. Scroton.—The cost of transit from the English port to the English market is already in the Danish rate before you add the 8s. 1.—Yes.

53446 Mr. Aspinall.—Does any butter come into Ireland in the summer?—Danish butter comes all the year round to Dublin.

53447 Does it to your knowledge go beyond Dublin?—Not to my knowledge.

53448 There is a curious rate to Liverpool from Cleonard, 12s., is that a relic of the old Waterford and Limerick days that you cannot alter?—Yes. The rate from the port is somewhere about 16s. 8d., and the rate from Cleonard is 12s.

53449 It was an old rate given by the Waterford and Limerick which for some reason the Statute has preserved?—Yes. That is practically it. It was given for a margarine factory in Cleonard. It was first given for raw materials, and then for the margarine, and the packages being so much like butter got carried as margarine for some years with out being detected, and then we could not get the rate advanced. It is an absurdly low rate.

53450 Mr. Scroton.—A great many local rates are now lower than through rates?—Yes, especially since the late judgment—you mean through rates lower than local rates?

53451 Yes?—There are—not a great many. 53452 Such as the classic case of Fiddown to Liss don?—Yes. There are a lot of these where rates apply by the longer routes.

53453 Mr. Aspinall.—Would you admit all these rates were applicable in the reverse direction?—Yes.

53454 That is to say, I could send Danish butter or New Zealand butter into Cleonard from Liverpool at 12s.?—You could.

53455 Mr. Aspinall.—May I ask if the 8s. a ton includes any charges which are incurred for the transit of Finnish butter into Denmark. There is a tremendous trade in Finnish butter into Denmark which I am afraid afterwards, stamped as Danish butter, comes to England?—These cases are from places where butter is made in Denmark.

53456 You are satisfied they are merely for the Danish railways?—Yes; they are merely for the Danish butter.

53457 Chairman.—I don't think you need refer to potatoes, cheese, and all these other commodities.

\*See Appendix No. 7 (I).



Go now to page 7, the tables of comparison of rates in Ireland with those charged in certain Continental countries. I don't propose to deal with the whole of Mr. McNulty's tables, but only with three or four of them. With regard to them generally the Continental rates, as has already been pointed out, are for slow transport—

53453. We have had that over and over again?—The value of the Department of Agriculture tables is somewhat discounted by the fact that the Department could not be aware of the points between which the traffic is actually passing. The system that prevails in Ireland is that we have class rates for ordinary charging, with exceptions for traffic of any class sent in considerable quantities. Any person without a knowledge that the carrying companies have of where the traffic passes is almost bound to represent the Irish figures as being higher than they really are. By way of example, I would like to deal with two or three articles. I have prepared table No. 3,\* dealing with the rates for wheat. The reason I have taken wheat is that my company carries by far the largest tonnage of wheat in Ireland, and I would like to show that the tables prepared on this article fail to afford reliable data on which to judge the rates actually charged in this country. I have already said that we have no less than nineteen inland flour mills on the Great Southern and Western Railway system, and I have shown on the left Mr. McNulty's figures for five-ton lots compared with the actual rates paid. I have taken all the places where there are mills, and I have shown all the towns, so that it is set open to say that I am making any selections. I think, perhaps, that is the funniest way of showing whether he has correctly represented our case.

53459. Mr. Sereton—How can you show all the rates?—With the exception of a few tons of Irish-grown wheat, the wheat is all carried between very few points. There is little or no wheat carried except in mills.

53463. Chairman—Go on with your explanation. Mr. McNulty's figures show that for eight miles the lowest rate is 1s. 9d.; I do you contradict that?—No, but when you get further down you will find he has taken the very important mills on the 25 miles. His figures are 4s. to 5s. 2d. for 25 miles. The figures for 11 up to 37 vary from 2s. to 4s., but the bulk of the traffic is carried at the 3s. rate.

53461. Mr. McNulty is again right?—He is, for 35 miles. The lowest rate is 4s. for 35 miles on usual loads. There is no 5s. 2d. rate at all. The highest is 4s.

53462. Mr. Sereton—That is 27 miles. That would be the highest rate he found anywhere in Ireland?—Yes, on our system, but, as I say, we carry the great bulk of the wheat, as there are few inland mills anywhere else. Take the next 30 miles, the mills lying between 25 and 34 miles. The highest rate is 4s. 6d., 30 miles 3s. 10d.

53465. Chairman—There appears to be a mistake here?—There is, he shows 5s. and 5s. 2d.

53464. Those would be the ordinary rates in the ordinary rate book?—My figures are in the rate book.

53465. He has not taken exceptional rates from some exceptional stations?—What he has done is he has apparently taken the any quantity rates in most cases in Ireland for the five-ton lot rates. Our wagon rates are made for six-ton lots, and instead of comparing his five-ton lot rates with our six-ton lot rates, which would be a reasonable comparison, he has taken our rates for any quantity down to 3 cwt., which technically might be called the five-ton lot rate (because in some instances you would have to pay it for a five-ton lot), and he compared that with the six-ton lot rate. I say that gives an incorrect result.

53466. Mr. Sereton—Are they class rates?—They are nearly all exceptional. The class rates would be more often the figures he has taken. They would be the class rates applied to any quantity.

53467. All of them?—Not all of them.

53468. Mr. Sereton—I take it all your rates here are special rates?—They are.

53469. Have you given us the percentage of your traffic that goes at special rates?—I have said it was about 80 per cent. I have not taken it out. It was only my estimate.

53470. Your broad proposition, as I understand it, comes to this, that Mr. McNulty's rates may be quite accurate as the rates that are in the rate book, but

that they apply only to one-fifth of the traffic, and not to the remaining four-fifths. That is about what your claim is?—Yes, and if he had made a fair comparison—

53471. Don't let us call it fair or unfair?—If he had made his comparison for five-ton lot rates with our six-ton lot rates the result would be very different.

53472. It is fair, to appreciate Mr. McNulty's tables, to remember that he could not get enough of special rates to get his group of distances of 10, 15, and 25 miles, and so on. If he was going to take groups of large numbers of stations for each district, and to take the average of them, he would not find special rates?—Dealing with a commodity like wheat, it is very easy to ascertain where the mills are. They are pretty well known.

53473. If he had been doing that; but what he wanted to do was to see what the average would be for 30 miles in Germany as compared with Ireland. It was not really practically possible to get a sufficient number of 30 mile special rates. The only way to do it would be to hunt over every rate book in Ireland, and then he probably would not have got many?—I am not complaining in that sense, but I am only saying that owing to his not knowing where the traffic lies, he has been led to represent in the comparison of Irish rates with Danish rates the difference as being somewhat greater than it really is.

53474. Mr. McNulty has made the best comparison he can, but for the reason you give you say it is not valuable, because he does not compare facts?—That is so.

53475. Mr. Sereton—You say that a person without knowledge that the carrying companies have would be almost bound to represent the Irish figures as being higher than they really are?—Yes, because without knowing where the traffic lies, that is where the exceptional rates lie, he will get a wrong result.

53476. The ordinary consignee in Ireland is a person usually without knowledge that the carrying companies have, and except in the case of wheat, which I recognise, as you have just said, as a special case, does it follow from what you say that the ordinary consignee going to a station in Ireland and desiring to send these traffic would find that the rates are not the rates that Mr. McNulty has quoted?—I think in most instances he would. Take the case of wheat, for example. The first case he took was Waterford and Carrick-on-Shannon. The rate he put in was 3s. 10d. That is under 6-ton lots. The rate for 6-ton lots is 3 shillings. A man with a 5-ton lot would not be charged more than for 5; so that in any case he would not have to pay more than 3s. 7d. per ton, that is 5 into 6 times 3 shillings.

53477. You carry the 5-ton lot on the 6-ton rate?—No; but 6 tons would go at 18 shillings, and we would not charge more than 18 shillings for the 5 tons.

53478. But he will pay on a higher tonnage?—He would, but he would not pay as high as the difference between the class rate and the 3 shillings.

53479. In the case of wheat, everyone knows where the mills are, and they all know, no doubt, where the facilities would be given, but take any other commodity, the ordinary consignee going to any station with any of those commodities which you have quoted and having less than a 6-ton lot to send would find no other rate for it at the station than that quoted by Mr. McNulty?—No. I don't quarrel at all with his figures for less than 5 tons, but practically all the heavy traffic like wheat and barley is sent in truck loads.

53480. The aim of this Commission is to endeavour to find means for the development of Irish traffic. You tell the Commission that these special rates are in force where the traffic is sent in considerable quantities?—Yes.

53481. Throughout the country, apart from these stations where traffic is developed, and is sent now in considerable quantities, in the places where the traffic is less developed, or undeveloped, the only rates available for transport are the rates submitted by Mr. McNulty?—At the moment that is so, until some prospect of development would arise. If anyone started an industry we would be always too anxious to give him rates.

53482. Though it may be desirable or essential in Ireland to encourage the development of traffic by

Dec. 9, 1903.

Mr. E. A. Webb, Traffic Manager, Great Southern and Western Railway.

The Tables of Comparison of Irish with Continental Rates submitted by Mr. McNulty, Department of Agriculture—(cont.)—

The Irish rates quoted, although accurate, apply only to one-fifth of the traffic.

Want of knowledge as to where the traffic lies makes the comparison of Irish with the Danish rates misleading.

Inaccuracy in the wheat rates from Waterford.

Practically all heavy traffic like wheat and barley sent in truck loads.

The aim of the Commission to assist the development of Irish traffic.

Special rates in force where traffic is sent in considerable quantities, and always given to new industries.

Jan. 6, 1906.

Mr. K. A. Neale, Traffic Manager, Great Southern and Western Railway.

The Tables of Comparison of Irish with Continental Rates submitted by Mr. MacSully, Department of Agriculture—(cont.)

Special rates only put into operation when there are certain developments of traffic.

This system generally adopted in the United Kingdom.

The different rates under the German system.

That system not applicable to Ireland.

Using, in competition the railway rates generally lower than the scale.

Question of adopting a simple system of class rates as a mileage scale.

The system of exceptional rates renders a mileage scale undesirable.

But the present system might be made simpler.

Of the two systems the German is the simpler and would be an improvement.

inducements, such as reductions of rates, yet your system, as you describe it, is to await or to meet upon certain developments of traffic before the special rates are put into operation?—We wait until there is some prospect of traffic. I don't say it is a perfect system, but it is the system generally adopted in the United Kingdom. I would like to see some other system.

53483. Mr. Aswerth.—I should just like to carry that a little further. If no traffic is available to go at the 6-ton rate, the 5-ton rate being in the books would not do you any harm, would it?—No.

53484. You know under the German system there is a rate for small consignments, there is another rate for 5-ton lots, and there is another rate for 10-ton lots, which is simple, is not it?—Yes.

53485. You know perfectly well what it is—it is a terminal plus a mileage charge based on whether it is a 5-ton lot or a 10-ton lot, or a small lot?—Yes.

53486. Is there any real reason why that should not exist in Ireland?—There is.

53487. What reason?—In the case of wheat and these heavy goods we are talking of we have to try to go with the Germans some distance by making rates everywhere for 6-ton lots between local stations.

53488. Special rates?—We have made a special class rate for 6-ton lots.

53489. Chairman.—That is the capacity of your wagon?—Yes.

53490. That is what has measured it, I suppose?—That is what has measured it. It has been found, however, that because of competition of one kind or another, by road or canal—and we have got a good deal of canal and sea competition—the rates have to be pulled down somewhat below that scale, and generally in the case of the mills the rates are lower than that 6-ton lot scale.

53491. Mr. Aswerth.—Do not misunderstand me. I am not suggesting that you could ever get rid, in Ireland, of rates fixed really by competition with the sea rate, or something of the kind, but what I am asking is, would it do you any harm if you had a perfectly simple system of class rates for consignments of 5-ton lots, or 6-ton lots (whatever you like to call it), that anybody could apply on a mileage scale?—You would still have to give a certain number of special rates, of course, but would it do you any harm if you made the thing as simple and as logical as it is in a Continental country?—We have tried to do that, and have special rates for most heavy articles that are sent in 6-ton lots; and where we do not have a special class rate issued, as we have in the case of wheat and barley, we have a scale of rates such as one may have for potatoes, or porter, or some other few articles of that kind that are used for making exceptional rates.

53492. That is exactly my point. You have in your hands, or printed in your office, a sort of mileage scale which you apply for making special rates?—Yes.

53493. Then cannot you make that mileage scale a public document that anybody is entitled to apply, and that would make the thing a little simpler?—I do not think it would make a bit of difference if we had a mileage scale.

53494. Would not it make it much clearer for everybody to understand?—It would.

53495. Instead of these eternal hundred-thousand details, which nobody can agree about, we should say, "The Irish mileage scale is so much a mile, and the German mileage scale is so much a mile," and we can compare them?—Yes; but the moment you get away from them to exceptional rates for one thing and another you leave the scale.

53496. I am not denying it, but it might be made simpler, might not it?—It might be made simpler to some extent.

53497. Do not you think it would be a real advantage?—I do not think it would do anybody much good, but still the rates would be more symmetrical.

53498. You would not have constant grumbles, and this sort of thing: this fellow is able to get a 5-ton rate, and I cannot get anything under 12s. 6d. f?—I think of the two systems the German is the simplest. I think it would be an improvement to some extent.

53499. I am glad you go that far?—We do give some general exceptional rates.

53500. Mr. Serfon.—The most difficult time for any industry as at first, when it has just been started, and the effort to develop is being made?—Yes.

53501. But under your system, I take it, a person as endeavouring would have to wait until after the struggle was over before he got encouragement?—No, that does not occur in practice; there are so few industries start that we know all about them—when they are going to start, and their rates are arranged before they want them.

53502. Mr. Aswerth.—But we hope there will be many. We wish, if we can, to promote or initiate a system whereby the encouragement can be rather given?—We give it as soon as it can be used.

53503. But surely a man begins to think about starting an industry before he comes to you?—He does.

53504. Why should not be at that stage know that at any rate there must be all over Ireland, for him, such and such rates at worst instead of having to begin by going to you and negotiating, and you saying, "We want some proof that something is coming," and so on. Surely it must be an advantage to him?—In theory that is all very well.

53505. But you have not tried it in practice?—In practice, a man's business will be between few points.

53506. How can he know before he starts? He may guess, but he cannot know?—Yes, he may guess, but he cannot know.

53507. Mr. Serfon.—Suppose a man, or a body of men, considering whether to initiate an industry, and, looking round, examining all the conditions, and, amongst others, the vital condition of freight, suppose they, in the circumstances, find only these high rates of Mr. McNulty, when they come to the rest of the conditions and review the whole case they may be deterred from starting by reason of these rates?—They may, but, as a rule, they come and see the railway companies first.

53508. Well, even if they do, you will ask them, "What traffic can you guarantee," and, "Will there be a considerable traffic," and these questions have a chilling effect instead of an encouraging one?—They would not get exceptional rates unless there was some business.

53509. The question is, How much would you want to satisfy you?—I would like to go further through that wheat table, if I may.

53510. Chairman.—In what way?—Just to show the position—how much the Irish rates are placed above the 6-ton lot rates. Take 40 miles. The highest rate that we have is 3s. 6d., 4s. 6d.; 42 miles, 4s. 9d.; and up to 45 miles, 5s. 9d. The rates then given by Mr. McNulty are 6s. 4d. and 6s. 6d.

53511. I have always understood that there are very small holdings of land in Ireland, and it is just possible that, in growing wheat, a farmer may not be able to send 5 tons?—There is very little Irish wheat sent by rail. There is a fair amount grown, but I do not know how it is used.

53512. There is very little sent by rail, do you say?—There is very little Irish wheat sent by rail.

53513. Then why is all our time occupied in discussing this subject?—This is all foreign wheat sent into the country to the mills.

53514. Mr. Serfon.—There is an enormous import of wheat to Great Britain from America, the Argentine, Canada and India, and only a nominal export to Great Britain from Ireland; there is no reason why the export from Ireland might not be stimulated, is there?—There is very little grown. I suppose if it were profitable there would be more grown.

53515. The export of wheat from Ireland is almost an inappreciable fraction compared with the enormous imports of wheat from abroad?—I made inquiries as to what we earned; it is only 250 tons a year.

53516. Sir Herbert Jekyll.—Is it a suitable climate for growing wheat?—I really could not say.

53517. Or is it the low price of wheat?—The low price of foreign wheat, I think. May I give you some of the higher distances?

53518. Chairman.—Yes?—Take the 70 mile distance. Our figures vary from 6s. to 6s. 9d., and 6s. (Mr. McNulty's) are 8s. to 8s. 4d.

53519. Your explanation is perfectly satisfactory—that your rates are for 6-ton lots?—Yes.

53520 And the rates which have been quoted here are the ordinary rates?—That is so. I might say that although it brings rates up to 11s. or 12s., in practice the highest rate that a miller pays for his station where he is constantly receiving is 6s. 9d. I want to say about this that beyond that rate there is no regular traffic—the higher figures are only paper rates.

53521 I see what you mean, there are those rates in the books?—There is a rate of 11s. from Waterford, but there is no higher rate paid constantly than 6s. 9d.

53522 They are inoperative?—They are inoperative; they are practically never used.

53523 Because they are too high?—They are too high. But a miller will always bring wheat by the nearest port because the overseas freight is about the same to say of the Irish ports.

53524 Mr. Stewes.—The longest distance to a mill on your system is 83 miles?—Yes. I would like to say that—what Mr. McNulty gives a comparison of a 10-ton lot rates on the Continent, and in that comparison he has used our 6-ton lot rates, but, of course, our unit in Ireland for transit is a 6-ton lot rate.

53525 Chairman.—On the Continent they have the 10-ton rate?—Yes; a 10-ton rate.

53526 They are bigger wagons?—Yes; they are bigger wagons, but the trade in Ireland is smaller and generally of a retail nature.

53527 And your wagons are smaller?—Our wagons are smaller, and it is a question whether it would be economical for us to go into 10-ton lot rates. I do not think it would.

53528 I think 6 tons is best. Now, with regard to barley, surely all the remarks you made with reference to wheat would apply to barley with regard to the rates?—They would.

53529 The rates are the same for barley and wheat, I suppose?—They are mostly the same.

53530 Are not they always the same?—It is practically the same case.

53531 I think we might just get on the Notes the average under cultivation for barley in your district?—The total acreage under barley in the different provinces in Ireland for the year 1906 was as follows:—Leinster, 126,671 acres; Munster, 42,031 acres; Ulster, 4,463 acres; Connaught, 3,060 acres; Total, 176,225 acres.

53532 Practically you carry the lot?—Yes. It will be seen from these figures that 95 per cent of the land under barley is in the Provinces of Leinster and Munster, which my company mainly serves about 2 per cent. comes from Connaught, and we also carry a portion of that. It will be readily understood therefore that the rates charged on the Great Southern and Western system are all important figures when dealing with the rates for this commodity. A very considerable quantity of barley is grown in the County Wexford and other districts served by the Dublin and South Eastern Railway, but their rates are lower than ours.

53533 We had them yesterday?—Yes. Then the one is very much the same.

53534 In comparison?—Yes; and I have dealt with it in the same way by putting in all the points between which the traffic passed.

53535 With regard to Indian corn, of course that is all imported?—It is practically the same case.

53536 Mr. Acworth.—I just want to ask about one point. As I understand, you speak of your local scale for potatoes?—Yes; it is one of the scales we do not use generally.

53537 It is actually a mileage scale?—Yes; but it is only put in operation where the traffic is passing.

53538 It is a scale which exists in your head, but it is not put into the rate book as a scale?—It is in fact and in my office.

53539 But it is not put in the rate book as applicable everywhere?—No.

53540 It is not like the mileage scale we had for fruit on the Great Northern, for instance. Coburn Piers put in a scale which was the mileage scale for potatoes?—If he applied it everywhere it would be different from ours; we only apply it where there is traffic.

53541 Chairman.—With regard to the other tables, what have you to say?—It is almost the same. The mistake is that he has compared our any quantity

rates with the 5-ton lot rates instead of, as we think it should be done, namely, comparing it with our 6-ton lot rates.

53542 No doubt that is the explanation?—Of course the case then looks much worse for my company than it really is.

53543 Mr. Stewes.—I should like to draw your attention to a fact shown in the official report of the Department with regard to two commodities mentioned—butter and bacon. Next to Denmark the chief importers of butter into Great Britain are very distant countries—Russia, Australia, and New Zealand. In the case of bacon, America is a larger importer into Great Britain by far than Denmark, and Canada runs Denmark very close; so here again we find that the chief competitors with Ireland are very distant countries—amongst the most distant. Now, Mr. McNulty, in making his comparisons, postulated equality of service. You observe he took the same distances in Ireland and the Continent for the rates compared?—Yes.

53544 The Commissioners are directed to inquire whether Irish rates are cheap enough to suit Irish conditions and how the railways are to be most efficiently used for the purpose of promoting industry and trade in Ireland. Do you say that the Irish commissioner has what you call an advantage as long as the rates which he pays upon a comparison for the shortest distance between Ireland and Great Britain is anything lower than the rate paid by a competing country from any part of the world?—He has an advantage—yes.

53545 Is a very technical sense?—As far as words, of course.

53546 You do not forget for a moment that Ireland lies very close to Great Britain?—Quite so.

53547 Do not you say that the Irish producer is entitled to the advantage of the position of Ireland in trading with a country which is also a partner in the United Kingdom?—It is as far as you can give it to him.

53548 Now, Mr. McNulty's own comparison, as I said, conditions equality of service; but if you take a rate from Ireland for 150 miles into Great Britain and compare that with a rate from a country which is competing with Ireland, sending butter and bacon, a rate, say, from America or Canada or Australia or New Zealand, do not you lose sight of the essential principle of comparison—the principle of equality of service?—I think in looking at the matter it seems to me to be this way—that Ireland is only at a disadvantage to the extent of the difference between the railway rates in Ireland and the railway rates in Denmark, or other foreign countries.

53549 That is regarding the matter strictly from the railway point of view, which is naturally yours?—Yes. Then the next point is the steam freights. When you are comparing with Denmark you are comparing with a subsidised steamship company, and, of course, the Irish railways have nothing to say to cross-Channel freights from Ireland.

53550 Chairman.—Excuse me interrupting, but about that subsidy, we have had a lot of information, but nothing definite as to what it was. What do you say about it?—I cannot make it any more definite than you have got it; I know that it was given.

53551 But from your own knowledge can you give us any information?—I cannot.

53552 Mr. Acworth.—The subsidy is, of course, given to one company; it is not given to all companies in carrying the butter.

53553 Chairman.—That is what I wanted to get out?—That is so, but, of course, it affects all the other companies more or less. If one company is carrying at a cheaper rate than the other, of course the competition would tend to keep down the rates by other routes. For instance, if you subsidise one steamship company from Dublin to Liverpool to carry butter for half-a-crown a ton it would eventually pull down a lot of other rates to other ports.

53554 In time?—In time.

53555 Mr. Stewes.—I think we had from Mr. Pratt (who had been inquiring into the subject stationery) that the form of subsidy was a payment enabling the steamship company to maintain a third steamer; they would only maintain two steamers without the payment, but the payment from the Government induced them to run a third steamer; but it appears there was no subsidy paid upon traffic.

Dec. 9, 1906.

Mr. E. A. Neale, Traffic Manager, Great Southern and Western Railway.

The Tables of Comparison of Irish with Continental Rates submitted by Mr. McNulty, Department of Agriculture—(See 1).—

The comparison of the Irish any quantity rates with the 5-ton lot Continental rates objected to.

Sent to Denmark the chief exporters to Great Britain are Russia, Australia, and New Zealand. American bacon more largely imported into Great Britain than Danish.

The question of the advantage of cheaper freight from Ireland to Great Britain than from other countries irrespective of distance.

The subsidy given to a Steamship Company by the British Government.

In effect on other competing steamers.

The form of the subsidy. Not paid upon traffic.

Dec 9, 1866.

Mr. E. A. Meehan, Traffic Manager, Great Southern and Western Railway.

The Tables of Comparison of Irish with Continental Rates submitted by Mr. MacNally, Department of Agriculture—(cont.)—

Advantage of the subvention service to the Danish consignor.

Irish butter prejudiced when by sea freight than by rail charges.

The object of the Commission to facilitate the consignor's access to the markets.

Russian exports of butter to Great Britain almost as much as Irish.

The Irish exporters paying lower freight costs get a better price.

The Irish rate higher than the Danish for butter and bacon.

Question of how the Irish railways could be more efficiently used to transport Irish industry and trade. Any reduction in freight will benefit the Irish exporter.

Advantages to Irish producers of an average rate per mile not based on that paid by competing producers.

Question of giving reduced rates by imposing taxation.

Therefore the individual consignor in Denmark sending butter or bacon would have no advantage!—He has that advantage—he has his butter carried cheaply from Esbjerg to an English port at about the same rate as butter would be carried from Waterford to Liverpool, or Dublin to Liverpool.

53556 That seems to arise from energy in promoting Danish trade, and not from a Danish subsidy!—Irish butter is prejudiced more by sea freights than rail freights.

53555 Very possibly. The object of this Commission is to promote the interest of the consignor, and facilitate his access to markets, which is not quite the same point of view as that of a railway company. I will ask you to adopt for the moment the point of view of the Commission, that our object is to bring the consignor to the market. I have mentioned already that, next to Denmark, the largest importer of butter to Great Britain is Russia—Russia exports to Great Britain almost as much as Ireland!—Yes.

53557 Now, much of that butter comes from Siberia. Would you say the Irish consignor of butter to Great Britain has a fair advantage so long as the freight that he pays for 100 or 200 miles is anything less in the gross than the freight on butter from Siberia?—No, I do not think he would, though, of course, when you take butter from Siberia it will inevitably have paid a much higher freight than Irish butter.

53558 And yet, if Siberian or Russian butter, whatever the freight is, gets into the British market on as great a volume as Irish consignments, what is the advantage to the Irish consignor of Ireland lying beside Great Britain?—He has an advantage that he will get a better price, because the total freight paid on Irish butter would be a good deal less than the total freight paid on butter from Siberia.

53559 Look at transit for the moment as a commodity to be sold, look at consignment as a commodity to be sold—your company is selling "consignment," the consignor is buying it and he pays a price for it. If you try to test the relative cheapness of two sets of rates, surely the comparison is not worth a rush unless you place it on the basis of equality of service—that is to say, you must consider whether the same thing is being bought in both cases!—Exactly. I do not know about Siberian rates, but our rates, we admit, are higher than Danish rates for butter and bacon.

53560 The railway rates in Ireland!—The railway rates.

53561 The railway rates in Ireland or Great Britain for 150 miles might be, as you say, much lower than the rate for 300 or 400 miles on the Continent, but yet might be far denser rates in scale!—It may be denser, that depends on the cost of carrying.

53562 And distance!—It depends on the cost more than the distance. Of course distance is implied in the cost.

53563 You say the Irish consignor has an advantage, but when the question is put: How could Irish Railways be more efficiently used to promote Irish industry and trade; can you find fault with the answer, that they could be more efficiently used if the scale of rates upon Irish commodities in Ireland in competition with imported commodities and the scale of rates from Ireland to Great Britain in competition with goods from all parts of the world could be placed more nearly upon an equality in proportion to service rendered than they are at present?—There is no question that any reduction in freight will improve the position of the Irish sender of butter to some extent; it would be so much money in his pocket.

53564 And if by any means the Irish railway system could be so modified as to make, let us say, the average rate per mile not more than the average rate per mile paid by competing producers, whether importing into Ireland or into Great Britain, that, *pro tanto*, would be a greater advantage to the Irish producers!—It would, of course.

53565 Mr. Ansell—Supposing, for the sake of argument, a concession, say, £50 per annum, was made to the butter sender—you understand—that his total bill for transit were £50 less than at present—suppose that £50 could only be met at the other end by imposing taxation, do you think that the Irish public would gain, or is it better to charge to the

actual sender the whole cost of his sending?—I think it is better to charge the actual sender; I do not think that the country at large should be taxed for the traffic of the individuals.

53566 You do not think it would encourage, say, butter-producing, as a whole, if you carried it, so to speak, for a little under cost and made it up out of taxation?—I do not think it would improve the butter trade a bit; it would be so much more to the sender.

53567 On the other hand, if the £50 was taken off the Irish producer and the money was found by the English taxpayers, it would be obviously an advantage to Ireland!—Yes; that would be a good thing.

53568 But if found by Irish taxation you think it would be better to leave the thing as it is?—I think it would be better to leave it as it is. Talking of butter, what largely prevents Irish butter being sold to a greater extent in England is the want of supply of butter in the winter; we not only lose in not having the traffic and the loss of customers, but there is a good deal lost in the price. Our merchants lose their customers in the winter, and they have to sell cheaper than they otherwise would have to sell to get them back when the summer comes.

53569 Mr. Seaton—There are many ways in which the condition of a country may be improved, and the one way does not exclude another; you can improve Ireland by giving improved rates. If Ireland, as a whole, were satisfied to run the risk of a levy on public funds for what it considers a vital object is the whole country, do you think it would be right to stand in the way?—No; not if the country were willing to stand the taxation.

53569 Mr. Ansell—Will you carry that a little further. If you were to carry the butter on Irish railways for nothing do you think that would have the effect of stopping the importation of Danish butter into England a good deal?—I do not think it would effect it to any very great extent; the difference in price between Irish butter and Danish butter is always very considerable—at varies from 6s. to 9s. per cwt.

53570 Chairman—Which is the cheapest?—The Danish butter always commands the highest price.

53571 Mr. Seaton—If the transit rate of Siberian butter were *pro rata*, for services rendered, the same as in Ireland, would there be a ton of Siberian butter sold in England?—When you say for "services rendered," what do you mean?

53572 I mean the transit distance!—If you take the distance, of course you put in a whole lot of no distance.

53573 Reduce the sea distance to any fair equivalent of land distance you please, and still the distance is very great!—It is, but still you can afford to carry any traffic of any kind at much cheaper rates per mile when the distance is a very long one.

53574 Make any allowance you please; but still if there were anything like a parity between the railway charges in Siberia and Ireland, would those in Ireland be anything like what they are?—But still there must be very heavy freights paid at the present moment on Siberian butter.

53575 There must be. You mean if the rates are brought down *pro rata* per mile?—Of course that there would be very little to pay on the Irish butter.

53576 We have had a great many returns, but I think if we had two returns from the railway companies they would probably settle the question—that is to say, a return of average rates per mile on Irish commodities sold in Ireland as compared with the average rate per mile on competing goods imported, and a return of average rate per mile on goods sent by Irish producers to Great Britain as compared with the average rate on commodities competing *how* abroad?

53576a Chairman—You are prepared to give that?—I certainly am not. I do not think it would be of so much value as Mr. Seaton places upon it.

53577 Mr. Seaton—Of course we differ, but what I submit is, if you are comparing two sets of rates in their cheapness you cannot lose sight of the question of equality of service; the moment you lose sight of equality of service, and say that a consignor for 100 miles has an advantage over a consignor for 1,000 miles because his rate is less, you lose sight of the vital question!—Quite so; we agree on that.

I am sorry to have to correct an error I made in my evidence when I appeared here before, owing to a figure being dropped in typing my proof; I stated the amount of the claims paid on live stock for the year 1907 was £40 instead of £240—the figure “2” was unfortunately omitted by mistake and was not detected in checking. I have now gone over the claims for five years and I find that they average £128 per annum, the average receipts from live stock for the same period being £129,000 per annum. This represents a payment of 2s. 10d. for each £100 freight, which would be equal to about two-thirds of a penny per £100 on the value of the stock. I mentioned previously that a large portion of our claims were paid on policy grounds.

53573. *Mr. Sexton*.—Does it remain true that half of the larger sum which you have now mentioned is paid voluntarily, and the other half as the result of legal proceedings?—I had that checked for one year, and I find it is two-fifths. I think two-fifths were claims that we could have successfully resisted if we had chosen to do so.

53574. The whole sum is extremely minute in comparison with the receipts?—Yes.

53575. It is about 2s. 6d. per cent., is it not?—2s. 10d. per £100 freight, and two-thirds of a penny, roughly, per £100 value.

53576. Then it remains obvious, as I think we agreed (judging it by the test of actual damage and compensation), that a very moderate insurance on the amount of freight would indemnify the railway company for any possible damage?—Yes. I promised to look into the question of making an insurance rate, and I have been doing so. I saw Mr. O'Connor, who gave evidence on that subject, and it is his opinion that unless the insurance were made compulsory the trade would not accept it. It cannot be made compulsory unless a law is passed.

53577. *Mr. Aspell*.—Mr. O'Connor is one of the largest cattle dealers you have?—Yes; he is. He gave evidence for the Cattle Trade Association.

53578. *Mr. Sexton*.—The value of the traffic carried for this £129,000 is an immense figure?—It is—some millions.

53579. Therefore the insurance rate measured upon the value would be something very very small?—It would be very small.

53580. *Mr. Aspell*.—Mr. Watson told me, that which surprised me, that in his view the difference between absolute insurance—the insurance you are bound to give in the case of ordinary goods carriers' liability—and the special liability in the case of the cattle, was not serious?—I do not quite follow that.

53581. Is the first place your liability in the case of cattle is limited to £15 a head?—Yes.

53582. That, I take it, would cover most beasts—they are generally not worth more than £15. There are some worth more, but not many?—Yes. It would cover all the store cattle.

53583. And it would get near covering many of the fat beasts?—They run up to about £15.

53584. There is not very much difference on that head, but you are not responsible for inherent vice and that sort of thing?—That is so.

53585. Does that really relieve you much from the liability which you would have had which was the normal carrier's liability?—A good deal of that would be represented by the difference between the two-fifths and the gross sum I mentioned. Cattle get tired and are down and get trampled upon—that is the main

cause of injury—but we have had some cases where, in unloading, they would bolt away and get under a train and get killed.

53586. Exactly, but in those cases you consider you are not liable?—Yes, and the Courts have generally held that the company is not liable.

53587. Subject to any particular fact?—Yes.

53588. You say that, in your view, amounts to two-fifths of the whole?—Yes.

53589. Then you do not agree with Mr. Watson, who says that practically the liability you are under is the same as a carrier's liability; you say it is two-fifths?—About three-fifths, but from my reading of his evidence he says we were liable for any injury that would occur to the cattle while in transit on the rail.

53590. That is what he said—he said practically we always pay. If he does that you think he is going beyond on his legal liability?—We sometimes do not pay.

53591. *Chairman*.—You gave the average for five years, did you not?—I did.

53592. Of course we know that disaster, for instance, might occur?—Yes, and we have had one or two accidents where cattle have been killed.

53593. Can you give the figures for each year?—Yes.

53594. Have you got them here?—Yes.\*

53595. I just want to see where there is one large year?—I think the year I was mentioning was the largest one of the five.

53596. You might hand them in just to get them on the Notes?—In the previous year it was only £101. I promised to hand in a list of the rates which the witnesses mentioned which were lower than the actual rates charged on the railway. I have it here; it is a short list†.

53601. *Mr. Aspell*.—Is your £123 the liability from point of origin to destination, or a liability for which the Great Southern remained responsible after making claims against the other companies and steamship companies?—It is everything that we paid.

53602. Even if you paid it on account of somebody else?—No; if we paid it on account of somebody else we got it back.

53603. That is what I want to know, it is a liability for accidents on your system?—That is right.

53604. *Mr. Sexton*.—Does this table include all the special modifications in the statutory classification applicable to the Great Southern system?—This includes everything outside the statutory classification, with special additions for Ireland.

53605. It includes every case in which you have reduced the statutory classification for an Irish commodity for Irish transit?—Yes, but it does not include the list in the Irish classification; that applies to all Ireland.

53606. *Chairman*.—That, we have got?—Yes; those are exceptions to that.

53607. *Mr. Sexton*.—The evidence of Mr. Tadlow was that in 1892 the Irish companies agreed to put certain commodities for Irish transit in classes lower than those in which they stood in the statutory classification; he also gave evidence that each company for itself had adopted an additional modification. This is your additional modification, is not it?—Yes.

53608. *Chairman*.—Do you object to this being on the Notes?—Oh, no.

53609. *Chairman*.—Then I think we had better have this on the Notes, because it shows your exceptions to the ordinary Irish railway classification?—Yes.

Dec. 9, 1908.

Mr. R. J. Nash, Traffic Manager, Great Southern and Western Railway.

The liability for goods under the Carriage Act.

Division of the Courts re damages by inherent vice and bolting.

List of lower rates than those actually charged on the railway.

Special reduced classification is used on G. S. & W. Ry.

Mr. W. H. Macdonald, Traffic Manager, Carron and Leithen Light Railway.  
The system of excursion and return tickets.  
Market tickets issued on fair days.

Mr. W. H. Macdonald, Traffic Manager, Carron and Leithen Light Railway, examined by the CHAIRMAN.

53610. You are the traffic manager of the Carron and Leithen Light Railway, I believe?—Yes.

53611. We have had an enormous amount of evidence with reference to this railway, and I do not think we want you to repeat it, but if you have anything you wish to mention we shall be glad to listen to you. First of all, will you just tell us to get it on the Notes what your passenger fares are?—Our passenger fares are practically the same as those of the other Irish railways, except in respect of the first-class fare, for which we charge 1½d. a mile.

Leithen Light Railway, examined by the CHAIRMAN.

53612. You have only two classes, have you not?—We have only two classes.

53613. The prices are 1½d. first and 1d. third?—Yes, 1½d. first and 1d. third.

53614. And I suppose your systems of excursion and return tickets are the same as on other Irish railways?—They are practically on a par with other Irish railways. There is one thing with regard to passenger fares which I should like to mention, and that is that we issue market tickets on fair days.

53615. *Mr. Sexton*.—Do you know of any reason for

\* See Appendix No. 7 (VI).

† See Appendix No. 7 (VII).

‡ See Appendix No. 7 (VIII).

Dec. 3, 1906

Mr. W. H. Macdonald,  
Traffic  
Manager  
Cavan,  
and Leitrim  
Light  
Railway.

making a difference in that respect between fair and market days?—I do not really know. I think the market ticket embraces more generally the local people, while the fair traffic takes in the dealers, who come from a distance, perhaps, and the idea may be, in not issuing market tickets on fair days, to give the local people an exclusive privilege.

53616. I rather thought the country people round about go to the market towns on fair days as well as on market days?—They also use the fair trains as well as the others.

53617. Chairman.—At any rate, you make no distinction between those days?—No.

53618. With regard to the case of live stock and

general traffic, I suppose your rates are on a similar basis to the other companies?—They are practically the same as all the other Irish railways, except that we have a little market traffic for live stock, for which we cater specially—that is, farmers' live stock sent to fairs; for that we have a specially low rate.

53619. Has that developed the traffic?—Yes, it has. We have arrived at it by our experience of the working of that scale. If you wish I can hand in all these special rates for farmers' cattle.

53620. Yes, let us look at it. We will put these rates on the Notice. (The Table was handed in and is as follows.)

# CAVAN AND LEITRIM RAILWAY CO., LIMITED.

SCALE OF RATES for small consignments of Oxen, Cows, Bulls, Neat Cattle and Calves between Local Stations at OWNER'S RISK. To apply on and from 1st May, 1904.

Scale of  
Rates for  
small  
consignments  
of live  
stock

For Distance.	Head Rates.													Remarks.
	For Oxen, Cows, Bulls and Neat Cattle.			For Calves not exceeding twelve Months old.						For Sheep and Goats exceeding twelve months and up to Twenty-four months.				
	No. of Animals.			No. of Animals.						No. of Animals.				
	1	2	3	1	2	3	4	5	6	1	2	3	4	
Up to 15 Miles.	2 6	4 0	5 0	2 6	3 0	4 0	4 6	5 6	6 0	2 6	3 0	4 0	4 6	Special rates for fair week to be charged in addition to the ordinary rates. Where the number of animals exceeds the ordinary rates will apply.
15 to 20 "	3 0	5 4	6 6	3 6	4 8	5 0	5 6	6 6	6 6	3 0	4 4	5 0	5 6	
Over 20 "	3 6	6 8	7 5	3 6	4 8	6 0	6 6	7 5	8 0	3 6	5 0	5 6	7 6	

Traffic Manager's Office,  
Ballsbridge, April, 1904.

The  
Company's  
attempt to  
develop the  
better  
industry.

53621. Is there any particular industry on your line that you have attempted to develop?—We have attempted to develop the butter factories, and we have given specially low rates for the milk coming to the dairies. We have given an exceptionally low rate to the creameries. I believe it is the lowest in the three Kingdoms.

53622. What is the rate?—We carry the milk of the creameries for 4d. a gallon, with a minimum of 2d. for a consignment.

53623. Is that irrespective of distance?—Yes, irrespective of distance. And we carry back the separated milk free of charge together with the vessels.

53624. What is the average distance that it travels?—about 1—We have some of it travelling up to 22 miles.

53625. One way?—Yes.

53626. What is the length of this Cavan and Leitrim Railway?—48½ miles.

53627. Mr. Section.—Why is the milk traffic so small?—I do not know really what is the cause. So far as facilities are concerned, we have left nothing undone, we consider. This milk traffic has contracted rather than expanded.

53628. Mr. Section.—Have you many creameries on the system?—We have four immediately on the system, and we have two adjacent for separating—creameries—two or three adjacent to the system.

53629. Mr. Section.—How do they get the milk that the farmers send—is it sent by road?—From where they are situated there would not be a very long distance to travel by railway.

53630. Is it mainly carried?—It is mainly carried.

53631. Chairman.—You have within a few miles of you the Arigna coal mines, have you not?—We have.

53632. How far is that from your station?—The nearest station we have to the Arigna coal mine is three miles distant from the mine.

53633. Can you tell us the quantity of coal from that colliery that has been carried over the railway?—In the last year we carried 13,147 tons.

53634. I see in your proof you say the output has

been so much. Have you carried the whole of the output?—No; there would be about 1,000 tons sold at the pit-mouth, or, perhaps, 1,200 tons.

53635. What was the output in 1899?—In the year 1899 from the colliery the output I see was 4,501 tons.

53636. I understood that that was the quantity you carried by rail?—Not quite; there might be about 1,000 tons there sold at the pit-mouth.

53637. As long as we understand it it is in all right. What was it last year?—In 1907 it was 13,147 tons.

53638. Have you any corn mills on the line?—We have one corn mill at Drumsambo. It has only recently been opened, and we have given suitable rates for its development.

53639. We come now to our working expenses. Are your working expenses abnormal in consequence of any particular construction of your railway?—In our working expenses are largely increased by the way the line has been constructed. In the first place, the curves are too sharp; they are generally 4 chain curves, and that causes a great deal of additional wear on the rails and the tyres of the wheels.

53640. Have you check rails?—No, not on any part of our line; and what is more extraordinarily still, these curves were laid with straight rails.

53641. Mr. Section.—You say you have 4 chain curves without a check rail?—Yes. You had the joint engineer here who understands that.

53642. Mr. Section.—I was under the impression that, considering the physical features of the country, the line had been rather skilfully constructed, so as to avoid heavy earthworks, steep gradients, and sharp curves; is not that the case?—It has been constructed mainly with the view to avoiding expensive construction. With regard to this matter of the straight rails and the curves, it does not seem as though it would have involved any great outlay to have laid them and given a natural curve.

53643. Who was the engineer?—Mr. Oswald Lawder was the joint engineer.

The milk  
traffic has  
contracted  
rather than  
expanded.

Number of  
a creamery on  
the system.

Distance of  
the Arigna  
coal mines  
from the  
railway.

Quantity of  
coal from that  
colliery  
carried in  
1907

53644. Who was the chief engineer?—I think Mr. Oresby Lawford held the principal position.

53645. Mr. Barton was associated with him?—Yes, he was.

53646. Was Mr. Barton the most experienced railway engineer in Ireland?—He had a very high reputation, and, I think, deservedly so.

53647. Was not Mr. Barton the gentleman for whom the shareholders' directors unanimously voted as against the nominees of the bazaaral directors, as the gentleman best fitted to investigate the efficiency of the free grant of £24,500?—He was one of the three gentlemen named by the Treasury as men in whom they could place confidence.

53648. And the shareholders' directors unanimously voted for him?—I believe so.

53649. Surely you would not now, as a representative of the directors, disparage Mr. Barton's skill in railway construction?—I am speaking of a fact; I do not want to disparage Mr. Barton or anyone else.

53650. Chairman.—Then let us get the facts. First of all, what is your ruling gradient?—About 1 in 40; we have some gradients as steep as 1 in 30.

53651. Are there many of these 1 in 30 gradients?—Several.

53652. Is it a very long distance?—They are generally short. If it was not for that I do not think we should be able to get up them at all.

53653. Mr. Scotson.—They are not more than 500 yards, are they?—I suppose they are not a great deal more than that.

53654. Chairman.—What have you to say about the rails?—Before I leave the question of gradients I should like to mention that my company has reduced four of the gradients to the extent of cutting 6 ft off the crown of each. We are unable to get much at the expenditure, because it was charged to revenue.

53655. You have no capital really, I suppose?—Our capital is exhausted. I think that was a defect in starting us.\*

53656. What weight are the rails on your line?—The rails are 45 lb. I should mention that we have used quite recently one of the curves with a rail of 65 lb., and the rails have been bent to the undulation of the curve. It makes a wonderful difference in the running of our trains round that curve, and we intend to pursue that policy a little further.

53657. Of course, the relaying of these 65 lb. rails, is against 45 lb., is again, I suppose, a revenue charge?—It is a revenue charge.

53658. It is all charged to revenue?—Yes, it is all charged to revenue.

53659. I think you could justify some of that being charged to capital?—I think it would be quite justifiable as a charge on capital as an improvement in the strength of the permanent way. I might say that my impression is that the light railways should have been all laid with 60 or 65 lb. rails, and that the 45 lb. rail is quite too light and is not adapted to heavy traffic.

53660. And I suppose it is a constant source of cost in maintenance?—Yes, a constant source of cost. Then the gradients on our line are, I should explain, unfortunately a great deal heavier than they should be for the haulage which we have to do. We have practically to run three trains for the load of one. There is not a great deal of economy in that; it is not an economical line to haul on at all.

53661. Mr. Scotson.—You do not run any separate goods trains, do you?—We run special trains separately, but the bulk of our traffic is carried in mixed trains.

53662. In order to give a decent passenger service you have to run three trains a day?—Yes, I think anything less would be unsuitable to the requirements of our district.

53663. Surely, you do not suggest that an engine could not take the whole lot?—I speak in reference to all this special traffic. We have a great deal of special traffic.

53664. You get at one time, you mean, more wagons than one special can take?—Yes; we get from some firms 100 wagons of live stock traffic.

53665. How many trains does that mean?—Really we have had a heavier type of engine, which

hauled eighteen wagons, but the general load is fourteen or fifteen wagons, and if the weather is very favourable we can go up as high as sixteen.

53666. Chairman.—Is your line on the ordinary gauge?—No; it is a 3 ft. gauge.

53667. Mr. Digges has referred very fully to the next point which you have raised?—With regard to the break of the gauge, I may say we emphasize that as a defect from experience. I think we should have the same gauge generally throughout Ireland. I think we should have the 5 ft. 3 gauge.

Mr. Scotson.—That is a very vexed question.

53668. Are you of opinion that where a light railway joins a broad gauge system the light railway should be broad gauge?—I am.

53669. You realize that if you had that you might have a great deal a heavier levy?—I think we might have corresponding advantages in the working of the traffic.

53670. It may be arguable that the burden on the taxes would be less by reason of increased net receipts—there would be savings?—There would be a considerable saving in the case of transport and otherwise. I anticipate that if this had been a broad gauge the gradients would not have been so steep.

53671. But I put it to you that the initial outlay would have been much heavier?—I agree.

53672. And therefore the maximum levy might have been larger?—I think it is possible.

53673. Chairman.—The outlay must have been double?—Our main line was built for about £4,500 a mile, because the land, which is of a very poor quality generally, was cheap, and iron was very cheap at the time the railway was built.

53674. Mr. Scotson.—Some experts say that to make a broad gauge line in a district of necessarily limited traffic is a wasteful and unnecessary thing, and imposes increased expenses every year as long as the line remains?—I do not quite agree with that. I think we could work a broad gauge line practically as cheaply as we work our line.

53675. I confess that the best study I have been able to give to the subject has led me rather to your opinion?—Then there is another point to which I wish to draw the attention of the Commission, and that is the method of capitalisation of our railway. I think if the Treasury, at the time they gave the 2 per cent., had taken the capitalisation into their own hands and issued the Stock at about 3 per cent. or 3½ per cent. instead of on the 5 per cent. basis, at which it was issued, it would have been a great advantage.

53676. Chairman.—There is no doubt about that. I should think?—And they might have taken a small contribution from the haresies if they thought fit.

53677. But they did not, and we have to deal with things as they are?—Unless their conscience so smites them that they correct it now.

53678. Mr. Scotson.—I think you have a certain practical object in view in making that suggestion. What you mean is that the Treasury, instead of accepting the liability for part of that dividend, might have paid an equivalent sum to 33 years' purchase?—I mean, suppose the Treasury had taken over the Stock and issued it as a Government Stock it would have issued it at 3 per cent. instead of 5 per cent.

53679. That would have involved a radical departure in the case of your line from the course adopted in all other lines?—I think it would have been far better.

53680. Suppose the Treasury had done as Mr. Balfour's Government did, and had made a grant of the capital value of their maximum liability, that would have given you about £130,000?—I think it would have given that at one time, but the shares have appreciated. I do not think that would have been of equal advantage to the direct issue of the Stock.

53681. It would have left only £50,000 to be guaranteed by the taxable area, leaving the haresies the full advantage of any excess of receipts over expenses instead of sharing with the Treasury as they have now to do?—It might have resulted in an advantage, and I believe it would, but nothing like the advantage which would have accrued from a direct issue of Treasury capital.

53682. The issue of a grant in respect of the capital value of the Treasury liability would have been

Dec. 2, 1908

Mr. W. H. MacAdams,  
Traffic  
Manager  
Dublin  
and Lestrin  
Railway.

Crown and  
Lestrin  
Railway.—

A narrow type  
of engine  
recently  
adopted.

Average  
units laid,  
Gauge of the  
line.

The line should  
have been  
broad gauge.

Uniformity of  
gauge  
throughout  
Ireland,  
desirable.

A considerable  
saving in  
transport  
would result  
Cost of  
construction  
per mile.

Land acquired  
cheap.

A broad gauge  
line could be  
worked  
practically at  
same cost.

Defective  
method of  
capitalisation.

Much better if  
the capital had  
been issued as  
a Government  
stock.

Nov. 9, 1906.

Mr. W. H. MacAdams,  
Traffic  
Manager,  
Dublin  
and Leitrim  
Railway.

Defence  
of  
capitalisation  
—*con.*

The  
disruption  
of the  
line between  
Leitrim and  
Carrick.

The railway  
has been of  
considerable  
benefit to the  
district.

It forms a  
direct connecting  
link  
between North  
and South-  
west.

The large  
adjuncting rail-  
ways have  
been of  
benefit to the  
district.

Automation  
that the line  
would not pay  
working expenses.

The train  
service has  
been of  
benefit to the  
district.

Automatic  
control is  
on all vehicles.

A subsidy  
would be  
necessary to  
provide a  
separate goods  
service.

The rates  
and fares  
very low.  
No subsidies  
possible.

compatible with the general system, while your suggestion involves an entirely novel system?—Yes; but I think none would have been the better.

53653. Chairman.—What particular counties have paid the levy?—Leitrim has to provide the principal part, and Cavan also in a lesser degree.

53654. Can you give us the figures?—In the County Leitrim the levy falls upon a total valuation of £51,035 12s. 6d., and in the County Cavan on £31,639 2s. 6d. That area embraces a narrow strip at either side of the railway, and I think it would have been an improvement if it had been the county at large charge with a larger proportion upon the adjacent districts, which presumably would benefit to a greater degree. I think that has been done in the case of some of the light railways. I remember the time when the West Clare was promoted, and I think it was promoted on that basis, so far as my recollection goes. In the case of each county, members of the County Council outside the guaranteeing area and in no way interested respecting the railway tax levy preponderate in numbers.

53655. We have had evidence about the levy. Now, I want you to tell us what you have to say as to the utility of this railway. Has it been of any benefit to the district?—It has been of incalculable benefit to the district traversed. It forms a direct connecting link between north and south-west, giving access to enterprising traders and dealers from the North, and bringing practically to the doors of farmers fairs and markets for the disposal of agricultural produce, such as was not previously available. Before the opening of the line farmers, say, in Ballinacorney district, which is the centre of the line, went to Bellinistoe to dispose of live pigs, which, after sale, they had to proceed to deliver at Ballyhane Station, occupying three days, with the attendant wastage, hardship, and expense. The rates of carriage for all descriptions of live stock and merchandise across-Channel are the same from Ballyconnell, Ravenhill Road, Ballinacorney, Mohill, Drumshanbo, and Aghaun as from Bellinistoe, Great Northern Railway. In this larger railway have aided us in conferring great benefit on our district. Generally the freighting of merchandise to and from the district is about one-fourth what it was before the line was opened.

53656. Mr. Serles.—This line is a link between two of the great trunk lines. Do you not think there is some ground for the view that the traffic amount of £240 a mile a year is rather a meagre result?—I do not. I may say when I came to the district twenty years ago I never thought our line, from the nature of the district and of the country, would have paid its working expenses, and I had a considerably railway experience. From my experience I never believed it could pay its working expenses.

53657. Do you know that the promoters went before the Government and said that they expected £3 a mile a week, which would amount to £156 a year?—That has been dealt with by my directors, and I prefer not to go into that.

53658. Chairman.—You have had railway experience and you say you consider the train service is adequate for the development of the traffic, I understand?—Having regard to all the circumstances of that district, I think it is the most favourable service we could afford. I think it would be a benefit if we had the money to run a special goods service. If we could make up a goods train I think our passenger trains would be lightened and expedited.

53659. It is a mixed train now, is it not?—Yes; it is a mixed train now. We have the automatic vacuum brake on all our vehicles.

53660. On the goods and passengers?—Yes; on the goods and passengers. We have Telford Platt's patent buffers, which work admirably, and that permits us to run all our trains mixed. I have made a suggestion that if we could get, by some means, a subsidy of, say, £3,000 per annum, I should like to try the experiment of the goods train.

53661. Running it separately from the passenger train?—Yes.

53662. You say your rates and fares are very low?—They are very low.

53663. And you do not see your way to make any further reduction?—We could not afford it as things are. We are finding it very difficult to make ends meet already.

53664. Supposing they were reduced, what particu-

lar traffic which you do not get now could be developed?—I do not know of a single item of traffic that we could get as things are, and unless some industries were instituted which do not exist now I do not think we could get any more traffic.

53665. What is your rate per mile for coal along?—It is about a 2d a ton. It is slightly more for the shorter distances, but taken generally, it is about 1d. a ton per mile.

53666. Including the terminals?—Including the terminals and transhipment. Take, for instance, working to Longford; we send a great deal of coal to the Midland Great Western to Longford. That is 46 miles, and the charge is 3s. 10d. per ton for 5-ton wagon loads, and that charge covers the transhipment.

53667. From the narrow gauge to the broad gauge?—Yes. The transhipment has to be done by manual labour.

53668. That is a good rate, I think?—I think there is nothing to complain of. I happen to be Secretary for the mine, and I do not think there is anything to complain of.

53669. I meant I thought it was a good rate for the railway. Does transhipment would cost about 2s. a ton?—We compute it at 3d.

53670. Mr. MacAdams.—Do you just shovel it from truck to truck on the level?—Yes.

53671. You run two trucks alongside and just shovel it across?—Yes; run them alongside and shovel it from one truck to the other.

53672. On the same level?—Yes.

53673. That is not a very economical way?—It is a primitive way, but it is the only way we have just now.

53674. With regard to the extension of your railway, what have you to say?—I will just read my proof, if you will permit me. As originally projected, the railway was intended to extend from Droon to Co. Galway, and also from Aghaun westward. Except for an extension from Aghaun into the mineral-bearing area, that from Droon in the Galway direction would be the most advantageous. Had it been carried out, a large western area would have been opened up to the influence of Northern trade enterprise. The farming industry in a large area would have largely benefited; the railway would have been self-supporting, in short, a large tract of the Province of Connaught would have been opened to almost incalculable benefit. While on the question of extensions, I may mention that recently the Irish Government, after careful examination and scrutiny, was so impressed with the possibilities of the Aghaun mineral area, which abounds in coal, iron, fireclay, flagstones, etc., that in order to see full utilization and development, they agreed to give a free grant of £24,000 being full cost to construct an extension of three miles into the mineral area, and of about two miles from Droon to Roskilly-on-Shannon. The project was looked forward to as hopeful of great benefit in giving employment and developing industry, and, in fact, as a means of national benefit. Owing, however, to the National Question, it was necessary that the County Council (Leitrim) should formally assent to receive the free gift. This the Council refused to do. The loss to the taxpayer I estimate at not under £2,000 per annum at the least. The coal mine has been idle up to one-fourth time owing to the difficulty of getting coal carted to the railway. The iron and other minerals cannot be touched, and all development is blocked. In preparation for development, the Aghaun Mining Company, with commendable enterprise, expended largely in new electrical and other up-to-date machinery and improved methods of working.

53675. Mr. Serles.—Do you remember whether the failure to make a valuable extension from Droon westward towards Galway was due to the determination of the Boardman Directors to have none but Barometal Directors?—I think it was due not so much to that as it was to the fact that it was thrown out by the Privy Council on a technicality, because they had promoted it without Shareholders' Directors. The solicitors, in drafting the Proclamation, had omitted to include Shareholders' Directors, and had drafted it exclusively on the basis of Barometal Directors.

53676. You say that you are working now on three-quarter time?—About that.

53677. Your output is about 15,000 tons a year. If you had worked full time you would have had about



5,000 tons more?—Yes. We have electrical equipment and steam haulage, and we have the most modern appliances. That is, we have machinery actuated by electricity to supplement the manual labour where need be, and we can almost turn out unlimited supplies of coal with the present appliances, but we are hampered by the transit to the railway.

53708. Considering that your standing expenses would not increase with the output, I should think that adding 5,000 tons would probably double your net profit?—I could not say that. It is very likely if we had 20,000 tons we might have to extend to a larger area and compete more keenly with regard to freight and so on.

53709. Mr. Aspinall—Are any machines standing idle by reason of want of railway facilities?—It is not standing idle, but it is not employed to the extent to which it is capable.

53710. Mr. Scruton—I need not ask you as to any question of policy, but I may venture to suggest that if the view of the Board of Directors was the same as that expressed by Mr. Duggan on the question of the construction of the Board it might be found that if the shareholders had a controlling voice on the Board they might be willing to face any question of liability which they are not willing to face at present?—That matter has been dealt with already, and anything I could say would be only a personal opinion.

53711. Mr. Aspinall—I should like to ask you a question on one point. I can quite understand that the extension from Drogheda towards Athlone—it was in fact to Woodlawn—would be a considerable advantage to your line?—Yes; it would be a considerable feeling district.

53712. Would it work a better route to Connanght than the existing Sligo and Leitrim?—Yes, that does not touch there at all.

53713. The Sligo and Leitrim is, roughly speaking, a link between Connanght and Ulster?—Yes.

53714. But yours would be a much better link?—Yes; it would go through the heart of the country—the Roscommon cattle producing district.

53715. You do not want to send the cattle on your line, do you, to Galway?—We should take them to the North—to Belfast.

53716. Do not they at present go over the Sligo and Leitrim?—At present a great deal of the traffic goes over our own line, but not anything like the proportion that would if the railway ran through the district.

53717. But taking the traffic going from on to Galway?—I do not think perhaps we should take traffic from Galway, but there is a good stretch of country there.

53718. It has its own local traffic?—Yes.

53719. Do you speak of through traffic from Galway to Galway?—There would be a very large traffic through our district from Belfast to Galway.

53720. In that case would not you be taking a good deal of it off the Sligo and Leitrim?—No, I do not think we should.

53721. Supposing there is traffic at present going from Belfast to Athlone, would not it naturally go, or might it not go at any rate by Sligo?—I do not think so; it would rather incline towards Cavan and Lurg Junction.

53722. Suppose you take places like Omeagh and Stockstown, it would naturally go that way?—That might find its way to the Sligo and Leitrim line, but I think our line would be quite so direct.

53723. In fact, it would compete seriously with the Sligo line?—I do not think it would compete very seriously.

53724. Do you think that extension from Drogheda is more important than the extension from Arigna towards Sligo?—Yes; it would be more advantageous as a feeder for our line.

53725. But are you speaking from the point of view of the interests of the district or the interests of the railway of which you are manager, because they would not be the same necessarily?—I have both those interests in view. I will hand you a little map\* of my railway. I should like to hand it in, because it gives an outline of the district. That will give you a better idea of the line of my line than a description. Our line touches into the Roscommon district at Drogheda. We go into Roscommon, and then we should go on to Stockstown, which is one of the great centres of the cattle trade, and we should

touch at Roscommon and go on in that direction. That is the best cattle-raising district, I believe, in Ireland. That district is not served by any other railway.

53726. I understand your point to be that the district lying between Drogheda and, say, Athlone, is a good district in itself?—Yes.

53727. And therefore it would be a benefit for the district and a benefit for the railway to develop it?—Quite so.

53728. Although you say it would be a less benefit to put the line northwards from Arigna to Collooney or Sligo?—Yes.

53729. If you had to choose between the two you would rather have the Drogheda Extension?—Yes, with less competition, and there would be a better source to tap.

53730. You say that in reference to the extension from Arigna north, both from the public interest point of view and what you think is your own interest?—Yes.

53731. Mr. Aspinall—If such a railway were made, would you propose to make it broad or narrow gauge?—With our line as it is at present situated, I should say narrow gauge, but if our line could be reconstructed on a broad gauge I should say broad gauge.

53732. Mr. Aspinall—Have you any idea of what it would cost to make your existing railway broad gauge?—No; I have not.

53733. Chairman—With regard to this extension to Arigna, what would be the difference in cost to a consumer of coal if the railway were made to the colliery?—I think it would run up pretty well to 2s. a ton of the price of it.

53734. What do you pay for cartage now?—2s. 3d a ton, and we find there is a wastage by breakage and re-handling, which probably might be estimated at 1s. a ton.

53735. That is rather a high estimate?—Our coal is brittle and suffers more than Scotch coal, or even English coal by breakage in handling.

53736. At any rate, there would be a tangible advantage. Do you think that advantage would be 2s. a ton?—I reckon it would be at the very least 2s. a ton.

53737. The cost of 3 miles would be 3d. added to the railway rate?—Yes, about that. The 2s. is a low computation.

53738. Taking that advantage in price, is there a field for development on any additional output that you could get?—Yes; I think we might have an almost unlimited demand for our coal. At this season last year I do not think our total output would be perhaps more than 5 per cent. of what we could have sold.

53739. Do you mean to say you could have sold 95 per cent. more if you had had it?—Yes, I think so.

53740. Mr. Scruton—Throughout Ireland?—Yes; throughout a very large district.

53741. At fairly satisfactory prices?—At fairly remunerative prices.

53742. Chairman—And prices which would compete with the imported coal?—I think so. Our coal is very good and well adapted for general purposes.

53743. Is it pit coal or mountain coal?—The deposit is in the mountains. We work it on the tunnel or drift system—the adit system. At first it was not worked in that way, but was worked by a shaft, but after I took it up I made an alteration and worked it by tunnel, and cheapened the cost of getting it.

53744. I do not think we need go into this question of warehouses and sidings?—I only want to show that we have, at considerable expense, been increasing the accommodation to the public by enlarging our warehouse and extending our sidings.

53745. There is one question I want to ask you about, and that is about the rolling stock. When the line was equipped at the beginning had you sufficient rolling stock for the traffic?—I think when they came there we had not quite sufficient, but there was not quite the same traffic as there is now.

53746. I suppose it was really a minimum supply?—It was a minimum supply.

53747. And did not allow for any future development?—No. For instance, we had twenty open cattle wagons, and I think from the first fair I went to in the district after I came there to conduct the traffic and see about it, we had sixty-seven wagons of cattle.

Dec. 3, 1906.

Mr. W. H. MacAllen, Traffic Manager, Cavan and Leitrim Light Railway.

The Roscommon cattle raising district the best in Ireland.

Not served by any railway.

The proposed Arigna extension.

Difference in the price of coal if the railway were made to the colliery.

The charge for cartage from the mines to the railway.

Anticipated advantage in price, and increased demand for the coal.

The Arigna coal very good, and well adapted for general purposes.

System of working the coal.

The efficiency of rolling stock originally supplied.

Dec 9, 1966

Mr. W. H. Macdonald,  
Traffic Manager,  
Cavan and Leitrim  
Light  
Railway.

The rolling  
stock considerably  
increased.

A new engine  
and some  
wagons  
charged to  
capital.

Improvements  
in line charge  
to revenue.

But all the new  
rolling stock  
charged to  
capital.

The  
unexpended  
capital  
available

Question of  
why it has not  
been applied to  
necessary  
improvements.

As whether  
possible  
recommendations  
by the  
Commissioners  
for a grant.

The develop-  
ment of home  
industries  
Further  
opening up of  
the country  
by railways  
would.

53748. And your stock was twenty wagons?—Yes, I had to run some of the wagons four times and wash them each time.

53749. Mr. Scobie.—That was to comply with the regulations, was it?—Yes.

53750. Chairman.—You have added to that stock, of course?—We have added considerably to it.

53751. And you have done that out of revenue?—There is an engine which has been built out of capital, and some of the wagons have been charged to capital. It has not been entirely out of revenue. We increased the covered goods wagons by 25; we increased the open wagons by 7—the coal and timber wagons.

53752. Have you any figures to show what, in your judgment as a railway man of experience, could have been charged to capital which has been charged to revenue on your line?—I have not made up a statement.

53753. You follow what I mean?—Yes, you refer to the cutting down of these banks as one of the items.

53754. Yes?—I have tried to get that. I should have had it with me if I could have got it, but it was charged to revenue at the time, and we cannot really distinguish it now.

53755. Could you give us any figures with regard to additional rolling stock which has been charged to revenue and which ought to have been charged to capital?—I do not think perhaps any of the new rolling stock has. I think it has all been charged to capital very likely.

53756. Mr. Scobie.—You had no capital, except at the outset, to charge anything to, had you?—We had a little profit by a deal with the Treasury originally. It occurred in this way: that the Treasury took up some scrip for money, and finally the capital was raised at a profit, and so we got the profit by arrangement with our directors—by forewage at the institution of the line, and in that way we made something like £20,000, and there was capital cancelled for that sum at the time, but I understand that for the necessary development of the trade of the district, with the consent of the Treasury, we can re-use that at any time to increase the equipment of the line.

53757. That you spent on engines and rolling stock?—We have not spent all of it.

53758. Mr. Scobie.—I thought you said you had not any capital?—Practically speaking, we have not, this is capital that comes by a sort of accident.

53759. You either have it or you have not it?—It came through a sinking fund.

53760. Have you got it or have you not got it?—We have £20,000 or £10,000 of this unexpended stock yet; I cannot tell you exactly the amount.

53761. If you considered the cutting down of grades was a fair capital expenditure, why have you not charged it against this money?—That was antecedent to the origin of this; this only came about a few years ago.

53762. You say it would pay to fasten your curves?—I believe it would be an essentially wise expenditure.

53763. Then why do you not do it?—This is only a small amount.

53764. Do I understand your proposition is that the company has £10,000 of unexpended capital?—I cannot say the exact amount, but it is somewhere about £10,000.

53765. But do you seriously propose that this Commission ought to recommend that you should be given more when you have not spent what you have got?—I look upon this as a very small thing.

53766. Mr. Scobie.—What is this money shown in your account as capital unexpended, £11,115?—I think that, perhaps, represents it.

53767. Chairman.—I do not think it is necessary for us to go into all this selecting evidence, because really Mr. Digges dealt with every point you have raised.

53768. Mr. Scobie.—There is a paragraph on Home Industries which I should like to go into?—The note I have made on that question of home industry is that in it lies the remedy for many of the ills we suffer from in Ireland. In the subsistence of the population something is required in addition to farming. To this end further opening up of the country by railways is needed; and then I go on to

say that the serious attacks on railway property must check the improvement of the condition of the country, and the improbability of a return on private capital would leave very little hope for anything to be done by private enterprise; and this must, therefore, follow from Government enterprise.

53769. I think your evidence in this regard is very important, and I should just like to ask you one or two questions about it. I take it that your opinion, from your knowledge of the country, is that the development of agricultural industry only, although it may check emigration, would not enable Ireland to sustain a normal increase of population?—I think that would be found to be so. In the present condition of things with regard to agriculture we are very much handicapped. We want better organisation and other things to meet the conditions of agriculture, which is a matter in which I take a very great interest.

53770. The development of the export trade might, no doubt, enable that rural population which now emigrates to remain in the country, but it would not permit that increase of population which an ordinary finds in a normally constituted country?—I think that would be so.

53771. For that purpose you think it necessary that there should be general industries developed, so that there might be in the towns resources for the surplus population?—Yes.

53772. So far as extensions of the railways may contribute to promote general industries, you think private capital will not be forthcoming, and that public resources must be applied?—I think so.

53773. I think it would be very hard to controvert your evidence on these questions.

53774. Mr. Scobie.—As to this cattle scale, I would like to get that a little more on the Note. You have a system by which you have what I may call a "sliding head rate"?—Yes.

53775. You have the first beast at 1s., the next roughly at 6d., and the next 4d., and any beast beyond that 3d., and that sort of thing?—Yes, up to a certain extent.

53776. Up to what you might call "half a truck scale"?—Nearly.

53777. That seems to me one of the grievances of the cattle dealers. Here I have it, for instance—here is one beast 4s., and three beasts 7s. 6d.?—Yes.

53778. And four beasts, I suppose, would come into the half scale, and you would say 10s., or whatever it is?—Yes, something like that.

53779. Have you got a half-wagon scale too?—We have.

53780. Then the half-wagon scale is, say, five beasts?—Yes.

53781. What would the sixth beast pay?—Well, on our line we charge the sixth beast at one-fifth of five. Say five beasts cost 10s., we charge sixth beast at the rate of 2s. a head.

53782. And a seventh beast?—Yes, until they come into the wagon rate.

53783. Another 2s.?—Yes. Generally it is; they may exceed it by a beast or so.

53784. What I want to get at is this—at is rather curious. You first of all have a sliding scale until half a wagon?—Yes.

53785. Then you do not have a sliding scale between the half wagon and the whole wagon?—No, we have not it tabulated at all events, but we have a recognised scale which we charge. Say there is a sixth beast—

53786. I quite follow—the sixth and the seventh beast and the eighth beast all pay the same?—Yes, until they come into the wagon rate; that might come smaller.

53787. But you make the third beast pay less than the second beast?—Yes.

53788. But you do not make a seventh beast pay less than the sixth beast?—That is so.

53789. That is your scale?—Yes.

53790. As far as up to the half-wagon, you have done something which is peculiar to yourselves, is it not?—Yes, I think so, as far as I know.

53791. Did you do it on request from the traders?—Well, we did it from experience. We assumed to cultivate the traffic, and we found that this would suit the working of it, and so we fell into it from experience.

52792. I suppose this phrased the farmer?—Yes, I think it ought to please him.

52793. Mr. Apschal.—Does that help the small farmer?—Yes.

52794. Mr. Apschal.—Does it pay you?—Yes, I think we gain by it. We run the trunks to farms, and if the cattle are unsold we carry them back at half the rate.

52795. Do you think you get beasts that previously went on the roads by it?—Yes. You think I need not go into all this rebutting evidence.

52796. Chairman.—No?—Because my directors have dealt with it as you say.

52797. Mr. Duggan dealt so fully with it, and besides, there is nothing of great importance?—Thank you.

52798. Mr. Serles.—I wish to clear up a misapprehension. Mr. Duggan gave evidence of the growth of receipts and expenses from the opening of the line up to 1907. I asked him to apply that method to the years in his first table from 1900 forward. I think Mr. Duggan undertook me to ask for a comparison for each year from 1886 to 1907. I had no intention to give him that trouble; I only wanted to apply to 1900 and 1907 the same comparison as he applied to the first and last year of the railway. Have you a copy of the return handed in by Mr. Duggan?—No, but the same remark I made recently I would like to apply to that.

52799. Will you take the figures from me?—Yes.

52800. I take them from Mr. Duggan's return. The receipts for the line in the year 1900 were £10,500. You will understand that I consider a comparison of the seven last years as more important than a comparison of twenty years?—Yes.

52801. The receipts in 1907 were £12,515 1s. Is that right?—I think that would be right. I have not the figures before me.

52802. The increase, therefore, in receipts in those seven years was £2,015, equivalent to 17 per cent. Now, taking the working expenses, they were in 1900 £8,888, and in 1907 £10,776, an increase of £1,878, or 21 per cent. It follows, therefore, that if Mr. Duggan's return is correct, since 1900 the expenses on your line have increased not only in a higher ratio than the receipts, but also by a larger absolute sum?—I would rather not go into this, because it has been dealt with by my directors. If you wish to consult Mr. Duggan again on that matter he is present in the room.

52803. I put the return into your hands; you are traffic manager?—My directors having gone into it, I prefer not to deal with it.

52804. You acknowledge the figures in your own return?—I prefer not to go into it.

52805. Taking the figures to be as I have quoted them, the expenses have increased since 1900 in a larger ratio and by a larger absolute sum than the receipts?—Mr. Duggan's return put in yesterday shows that from 1886 to 1907 the receipts have increased, on an average, by 48.55 per cent., and the expenses by only 23.65 per cent. This thing, of course, is connected with the accounting department, not mine; and besides, my directors having

given evidence on the matter, I do not wish to go into it. Of course, expenditure naturally increases with the length of time a railway is open; and the wear and tear, as I explained in the opening, is very considerable, and the stock requires renewing, and so on.

52806. I have taken the figures from the returns, and I am satisfied with the facts as they stand?—There is one matter which I would like to mention, in order to give the Commissioners some idea of what the class of district is. I would like to give the population of the towns served by my line.

52807. What towns is that?—The most recent census. The populations of the towns served by my railway are as follows:—Belturbet (Junction with Great Northern Railway of Ireland), 1,587; Ballyconnell, 386 (that is on my line exclusively); Bellanacor, 682; Drumshanbo, 533; Mohill, 793, and Droghda (Junction with Midland Great Western Railway), 121.

52808. What were the receipts of the line for the last year up to the 1st of November, 1906?—I have not got them yet.

52809. Do you not yet know the traffic receipts up to the 1st November?—No.

52810. Nor the expenses?—No, the returns are not presented until the 1st February.

52811. They are made up, surely?—No.

52812. The weekly traffic receipts are given in the newspapers the week following?—Not in the case of our line.

52813. The surplus of the traffic for the first half-year up to May last was £8?—I think the surplus was small, there was an enormous expenditure in renewing engines.

52814. The difference between the receipts and expenditure was £28. Have you any reason to think that the surplus in the second half-year was very different?—I could not form any opinion upon that at present.

52815. Chairman.—Have you not got a lean half-year and a fat half-year?—I think there is very little difference; they do not terminate at the same time as railways generally terminate?—They terminate in May and November.

52816. But you are traffic manager. You know from week to week, I suppose, what the receipts and expenses are?—Well, I could not quite tell you what the expenses of the locomotive department and those things are.

52817. Mr. Serles.—Nor the receipts?—I could tell the receipts.

52818. Mr. Apschal.—Is not the locomotive department under you?—It is not.

52819. Nor the permanent way?—Nor the permanent way.

52820. So that this little railway has three independent heads?—With the permanent way, as my directors have explained, we have a supervising engineer at a cost of £50 per annum.

52821. It has three independent departments?—That is so.

52822. Chairman.—And a secretary in Dublin?—Yes.

Dec. 2, 1906.

Mr. W. H. Maasdon, Traffic Manager, Carra and Lestrin Light Railway.

Expenditure increases with the length of time a railway is open.

Population of the towns served by the railway.

Receipts not expenses for year ended 1 Nov., 1906.

Figures not available.

The surplus revenue for first half of year scarcely needed.

The line has three independent departments.

The Commission adjourned till the following evening at 11 o'clock

## NINETIETH PUBLIC SITTING.—THURSDAY, 10th DECEMBER, 1908.

In Westminster Palace Hotel, London, S.W.

Commissioners present:—Sir CHARLES SCOTTER, Bart. (Chairman); Right Hon. LORD PIERRE, P.C., K.P.; Sir HERBERT JENKILL, K.C.M.G.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH; and Mr. JOHN AUDLEY FREDERICK ASPINALL.

Mr. GEORGE E. SHANAHAN (Secretary).

Mr. W. BARRINGTON, M. Inst. C.E., Engineer, West and South Clare Railways, examined by the CHAIRMAN.

Dec. 10, 1908.

Mr. W. Barrington, M. Inst. C.E., Engineer, West and South Clare Railways.

Manager of railways constructed by his firm.

General knowledge of the light railways in Ireland.

The peculiar conditions under which the capital had to be raised for these lines.

The financial guarantees authorized by the Tramways Act of 1883.

An entirely new class of security, not appreciated by investors.

Difficulties experienced in raising money required for construction.

53823. I think you appear before us in connection with the West Clare and South Clare Railways?—I do.

53824. What position do you hold with reference to those railways?—I have charge of all the engineering departments, locomotives and permanent way.

53825. Are you a member of the Institute of Civil Engineers?—Yes.

53826. Have you been long connected with railways in Ireland?—I have, all my life.

53827. Have you constructed railways in Ireland besides?—My firm have constructed about 250 miles of both standard and narrow gauge lines in Ireland, and have been engineers for various works throughout the United Kingdom, at a cost exceeding two million pounds sterling.

53828. You are generally acquainted at any rate with all the publications in connection with the light railways in Ireland?—I think I am.

53829. As regards the light railways generally, have you anything to remark with reference to comparing the cost of these railways?—I have, and perhaps before dealing with these things I should say my experience has not been confined to Ireland alone, but as regards the cost of Irish light railways, I would like to call attention to a consideration which is generally overlooked in comparing the relative cost of light railways in Ireland, viz., the conditions under which the capital had to be raised, of which no account is taken in the published returns. The Tramways Act of 1883 authorized boroughs to give guarantees for tramways and light railways not exceeding 5 per cent. on the share capital, the guaranteed interest being a first charge on the net earnings of the undertaking. This was an entirely new class of security, which the investing public did not for a long time appreciate, and from the first there was considerable difficulty in raising the money required for construction, etc., except at a considerable discount, and for a period in 1885 and 1886 it became impossible to place seasonal guaranteed shares on any terms. Soon after the Act of 1883 passed a company was formed in London, with powerful financial backing, who were prepared to take up these shares on a basis of 5 per cent. guarantee at par, but after dealing with the capital of one or two undertakings, they resolved to close their books and not to do any more business in seasonal guaranteed shares.

53830. When was that?—That was shortly after 1883.

53831. Mr. Section—Did they give any reason?—I am not aware that they did. I suppose that they did not find it profitable. The Company was "The Tramways Capital Guarantee Company, Ltd." They were backed by some of the very best people in London.

53832. Chairman—Is the company existing now?—I should think not. They retired from business at that time.

53833. Mr. Section—If the capital was secured on

the county rates, at a maximum of 4 per cent., one would have supposed that a company, well backed in London, could have raised the money and made money on it?—So one would think, but they did not find that it was practicable. The result of this difficulty in raising capital was that many of the companies who had obtained power to issue guaranteed shares and to construct railways were unable to proceed, and the railways were never constructed. Some of these schemes were subsequently revived when the seasonal guaranteed shares became marketable, as they afterwards did.

53834. It would be interesting if you could give the Commission the names of the lines that were never constructed?—I will hand them in later.\* The West Clare Railway was authorized by an order of the Irish Privy Council, confirmed by an Act of Parliament in 1884, and it embodied the provisions of the Tramways Act of 1883, and the railway was opened for traffic in July, 1887.

53835. Chairman—What was the length of the line?—It was 27 miles. It was the only line where the guarantee was as low as 4 per cent., which was at once proceeded with and completed without a check, and this result was attained only by the financial capacity of the promoters. The West Clare Railway, which is of a 3 ft. gauge, commences at the station yard of the broad gauge line at Ennis and terminates at Milltown Malbay on the Atlantic Coast, and is 27 miles in length. It was subsequently extended under the name of the South Clare Railway to Kilrush, with a branch to Kilkee, making the joint system 53 miles in length. The whole system is worked by the West Clare Railway Company.

53836. You had better give us particulars about the capital?—The total amount of the capital guaranteed at 4 per cent. for the West Clare line was £168,800 or at the rate of £2,000 per mile, taking the stock at its face value.

53837. You don't know what cash was raised upon it?—I will tell you in a few moments. As the old terms on which capital could be raised, when it could be raised at all, was at par, on the basis of a 5 per cent. guarantee, one-fifth must be deducted from the capital of the West Clare Railway, to bring it to an equal basis for comparison with other lines, making the total cost £136,000, or, say, £130,000, if an allowance of £200 is made for financial expenses, equivalent to £4,000 per mile for the line complete, with equipment and rolling stock, and all other expenses.

53838. Mr. Section—Can you say either what was the average rate at which the stock was issued, or what was the total amount in cash raised by the issue of the stock?—The way in which the line was constructed was this: a contract was given to a firm of contractors for the construction of the line, and they took over the entire stock after the line was completed, and put the stock on the market, and I believe I bought some of it myself at 84.

\*See Appendix No. 6 (I).

53839. *Mr. Ascroft*.—Who were the contractors?—Messrs. Wm. M. Murphy & Co.

53840. *Mr. Sexton*.—When did it begin to stand at a premium, or up to what time was it at a discount?—I am not exactly sure of the date. I think it was at a discount for 4 or 5 years anyhow.

53841. Would you say that for some years after the construction of the line the stock in the market stood at about the figure that you attribute to it here?—For some time it did.

53842. At about 80 per cent.?—Something like that. I was going on here to give you a comparative table of the cost of the railways on the same basis. Everybody who has given evidence up to this has apparently valued the capital of the company as actual cash capital. This is not true, because most of the capital, at least of the lines guaranteed at 4 per cent., was paid at a very large discount.

53843. Your principle is to put the 5 per cent. guaranteed at par value, and the 4 per cent. at 80 per cent. of par?—That is the way the public appreciated it.

53844. Do you think that approximately to what the actual facts were?—Yes.

53845. *Chairman*.—The price stood at about 80?—I did, and I bought at about 23 or 24 myself.

53846. *Mr. Ascroft*.—Were there any other lines made under a 4 per cent. guarantee?—Yes, subsequently. This was the first.

53847. *Mr. Sexton*.—It appears from the official returns that out of 22 lines recorded as having been constructed under the Act of 1863, nine were guaranteed at a 4 per cent. basis?—They were long subsequent. Any that were guaranteed at 4 per cent. and passed by the Privy Council at the same time were not constructed until the stock became marketable. The 4 per cent. guaranteed stock of this railway company, even for a long time after the line was opened for traffic, was selling at a very considerable discount. The fact has, however, been usually lost sight of when comparing the relative cost of lines constructed under this Act. That 4 per cent. and 5 per cent. nominal guarantees have never had the same value as was recognised by the Stock Exchange, and even today there is a difference of between 25 per cent. and 30 per cent. in their respective values on the public market.

53848. The difference of 25 per cent. would be correct in the nature of the case?—Yes.

53849. *Chairman*.—You have prepared a table showing the relative cost of the lines?—I have prepared a table of the cost of construction of the various lines of independent railways. The West Clare 27 miles cost £153,500 in guaranteed capital. The rate of interest was 4 per cent., and the cost per mile, on a basis of 5 per cent., being equal in cash, was £4,444 per mile.

53850. You have also got the South Clare, Cavan and Leitrim, Clogher Valley, Cork and Muskerry, and Skellern and Schibreen?—Yes. This is the full table.

State of Railway	Length, Miles	Amount of guaranteed Capital, £	Rate of Interest, Per cent.	Cost per mile on a basis of 5 per cent. (being equal in cash)
West Clare, . . . .	27	153,500	4	5,444
South Clare, . . . .	30	200,000	4	5,666
Cavan and Leitrim, . .	49	196,000	5	5,200
Clogher Valley, . . .	27	152,310	5	5,302
Cork and Muskerry, . .	18	75,000	4	5,165
Skellern and Schibreen, .	14	57,000	5	5,071
Average Cost per Mile				5,088

The average cost of these nine light railways taken together was £5,088 per mile.

53851. The South Clare was almost the cheapest?—I think the Clogher Valley was the cheapest.

53852. *Mr. Ascroft*.—That is largely on roads?—It is largely on roads, and it is mainly a testimony to what it is borne in mind that the above figures as

the case of these railways had to include costs of promotion, finance, preliminary surveys, &c. Since this date some light railways on the same gauge have been constructed directly by the Board of Works, for which payment was made from public funds directly in cash.

53853. *Chairman*.—Are all these railways which you have named constructed on the same gauge?—Yes, all three feet. The lines that were constructed by the Board of Works were constructed under the Light Railways Act of 1866. The cost has been estimated by the Board of Works to be as follows:—Bunrattin to Carradagh, 18 miles, £5,036 per mile. That is also a three feet gauge. Lettinkerry to Burtport, 49½ miles, £5,375 per mile. I think that is given in evidence before this Commission by the representatives of the Board of Works. It must be borne in mind that in the case of these latter railways all the expenses of finance were avoided, as the payments were made directly in cash by the Board of Works, and also that very considerable savings would have been effected in the cost of promotion and obtaining the provisional orders.

53854. About the construction of the railways, were the rails all of the same weight?—No; they were not. The West Clare was 50 lbs. The Cavan and Leitrim, I heard yesterday, was 45, and the Clogher Valley was 45. On the Burtport I rather think it is 45. You have it on the minutes of evidence.

53855. *Mr. Herbert Jephell*.—Were the engineering difficulties the same approximately in all cases, or were the two lines built by the Board of Works more difficult in the matter of engineering works, viaducts, &c.?—I should think one of them was.

53856. That would partly account for the higher cost?—Undoubtedly. I think that at some of the earlier meetings of the Commission some people gave evidence, and tried to throw discredit on the railways that were constructed earlier, and pointed out that the cost was very excessive. I am endeavouring to show that the cost was not excessive as compared with other undertakings of the same sort. I am not going into the question of details of the work, which must vary in every case, but am taking an average.

53857. *Chairman*.—I think you have explained that the different circumstances in different districts which will account for the difference in the cost of the lines?—Yes. For instance, in the case where a line is partly a railway and on the public roads, with curves as sharp as 2 ch. radius, and gradients of 1 in 30, and rails of 40 lbs. to the yard, the cost per mile of construction will not afford a fair comparison with lines like the West Clare and South Clare Railway that are entirely constructed on land purchased for the purpose, with a ruling gradient of 1 in 50 where the sharpest curves outside stations are 15 ch. radius, and the permanent way consists of rails 50 lbs. to the yard.

53858. That is very important. The whole of your railway crosses the public roads?—It is entirely on its own roadway.

53859. *Mr. Sexton*.—The land cost an average of about 2500 per mile?—About that.

53860. *Mr. Ascroft*.—Do I understand the Board of Works' cost for those two lines you have mentioned only includes the actual cost of construction?—I gathered from the evidence that was given it was the cash paid to the contractors for the construction.

53861. The Board of Works have an engineering establishment and a legal establishment?—Quite so.

53862. That establishment had to take certain charge of those lines?—Yes.

53863. If you are correct your figures don't include anything for that?—I don't think so.

53864. As an engineer, what should you say it would be—5 per cent., or 10 per cent.?—There is the expense involved on sectional work, the issue of shares, stamp duty, and lots of things of that kind.

53865. What would you say would be a fair sum of money to be added on for these?—Something like 10 per cent. I should rather think it would be more like 12 per cent.

53866. So to compare the cost of the private lines with that of the Board of Works' lines you would require to take 12 per cent. extra?—Yes.

53867. *Mr. Skelton*.—I might explain that the cost in the case of the Burtport and Carradagh lines includes engineering and promotion expenses.

Dec 10, 1866.

Mr. W. Banaghan,  
M.P. for S.D.,  
Engineer,  
West  
and South  
Clare  
Railways.  
Light Rail-  
ways (Ireland)  
Act, 1866.

Railways constructed by the Board of Works, and cost not out of public funds.

Estimated cost per mile.

One of these lines more difficult is the matter of engineering works than the guaranteed lines, which partly accounts for the higher cost.

Varying circumstances in different districts account for the difference in cost of light railways.

The whole of the Clare railway is built on its own roadways. Average cost of land per mile.

The cost of the Burtport and Carradagh lines includes engineering and promotion expenses.

Dec. 10, 1906.

Mr. W.  
Baronage,  
Minister,  
Railways,  
West and  
South Clare  
Railways.

The Barrow-  
park and  
Carrington  
Railways.

The engineering  
experience  
by the Board  
of Works.

The railway  
gradient on the  
Clare Hill  
ways.

No other Irish  
line built on  
the same  
design.

The advantage  
of our capital  
expenditure  
during con-  
struction.

Includes cost of  
working.

Cost of light  
railways in  
Great Britain.

The cost of  
the Wick  
Light Railway.

Chairman.—That is what I thought.

Mr. Stansfield.—There was the further expense of the chief supervising engineer, whom the Board of Works employed to supervise construction, and see that the company carried out its engagements under the Treasury agreement.

Mr. Stansfield.—It appears by the comparison now in evidence that the Irish Government was not an economical contractor.

Mr. Stansfield.—They were very difficult lines to construct.

Mr. Stansfield.—I suppose the Irish Board of Works is a branch of the Irish Government?

Mr. Stansfield.—It is a department of the Treasury.

53667. Mr. Ascroft.—A supervising engineer will get five per cent. Yes, under other circumstances.

53668. Chairman.—We had it in evidence yesterday that a certain railway was constructed as cheaply as possible, and the ruling gradient was about 1 in 30. I see that the gradient on your line is 1 in 60. To get 1 in 60 you would have necessarily to go to considerable expense—Very large expense. Ours is a very difficult country.

53669. Therefore, that will account at any rate for your large expenditure as compared with the line we were discussing yesterday?—Quite so, but the difference is not very great.

53670. I am pointing out it is in your favour in making this line, although your cost is very small, you make your ruling gradient 1 in 60, instead of avoiding the expense of levelling the line, and going over the hills and having a large gradient?—That is so.

53671. Of course, you are taking into consideration also the curves?—Quite so.

53672. Therefore, it is an easy running railway?—Yes.

53673. You don't know of any other light railway that has been built on the same design in Ireland?—I don't think we have any.

53674. You would like to give some evidence as to the cost of light railways in Great Britain and some other countries?—Yes; but before I come to that I would like to point to the advantage of a little capital expenditure. It was stated yesterday that the average cost of lines of another company was thirteen wagons, and that now when they have got a better engine they are able to take nineteen. We have some of our engines going over the line with 38 fully loaded cattle wagons.

53675. That goes without saying?—I was just only pointing out the advantage.

53676. In other words, there is a perpetual saving in working with a gradient like yours?—Yes.

53677. Mr. Stansfield.—Is there nothing in the physical features of the line to limit your load?—Between two stations we go over a range of hills 260 feet high. We have to climb that. The gradient is 1 in 60. That gives you 66 feet in a mile, and there are almost three continuous miles of this gradient between those stations.

53678. Chairman.—Give some instance of the cost of light railways in Great Britain and other countries with which you are acquainted?—On pages 770 and 771 of the Appendix to the Report of the Royal Commission on Irish Public Works, before which I gave evidence in 1907, particulars are given of the Wick Light Railway, constructed by the Great Eastern Railway Co. Four-fifths of this line is on public roads. The gauge is 4 ft 8½ in. The weight of the rails 50 lbs. to the yard. The steepest gradient 1 in 32. The sharpest curve is 120 ft. radius (i.e., under two chains), and the cost of that railway, excluding rolling stock, legal, financial, or Parliamentary expenses, works out at £5,431 per mile, or, excluding land, the cost of works alone, without rolling stock, are a trifle over £4,000 a mile. I believe if the cost of construction of somewhat similarly constructed light railways in Great Britain, under the English Light Railways Act of 1896, be obtained, the average cost per mile would be found to exceed that of the Irish lines. As a member of the Permanent Association of International Congresses, I have had exceptional opportunities of becoming familiar with many of the Continental light railways. In Germany and Austria there are some

4,221 kilometres, or 2,623 statute miles, of these light railways. In France, Italy, and Holland I have travelled on many, but I have no statistics as regards their cost. In Belgium, however, more progress has been made with light railways than in any other country, as far as I am aware. Although the area of the country is little over one-third that of Ireland, there are 2,743 kilometres in work and 679 more under construction, a total of 3,422 kilometres, or 2,124 miles, against a total of 230 miles of light railways in Ireland, and of 3,312 miles of railways of every description.

53679. Mr. Ascroft.—Belgium has a bigger population than Ireland?—I think so. This evidence was prepared in 1907, and the figures are correct only up to the end of 1906.

53680. Chairman.—So the number of miles under construction refers to the number of miles in 1906?—Yes. I was directed to get this evidence together quickly, and have not therefore had an opportunity of adding the particulars up to the present date.

53681. Most of those Belgian light railways are on the public roads?—They are.

53682. What about the average cost?—The average cost of the Belgian lines, constructed on the metric gauge, including some not yet complete, works out at £5,050 francs per kilometre, or £3,844 per mile, and of those constructed on the 4 ft. 8½ in. gauge, at £4,004 per mile. When the lines included in the above are completed, no doubt this cost must be increased. These railways are chiefly, however, laid on roads, where neither land or accommodation costs, nor culverts or drains are required. The cost of the acquisition of extra land is, however, given in the accounts, and amounts on an average to 5,261 francs per kilometre, or £379 per mile.

53683. As a matter of fact, they have no stations either?—No. They have loading banks.

53684. Mr. Stansfield.—The land appears to have cost one-third less in Belgium?—That is because they only buy a little to widen the roads in places and make deposits.

53685. When they do buy it it costs one-third less?—I don't know.

53686. It is £379 per mile of railway?—Yes.

53687. Chairman.—Can you give us the cost of land on the Irish light railways?—I have made an of these light railways in Ireland, and on these had has cost about £600 per mile.

53688. Mr. Ascroft.—That is an enormous figure?—I don't think it is.

53689. You don't want more than about 5 acres per mile?—Yes, about that. It is £100 an acre.

53690. If you say the land is worth £40 or £50 apart from remuneration it is mighty stiff?—I don't know how much goes for actual land. I think a large portion finds its way into the lawyers' pockets.

53691. When you pay £100 an acre you are paying double what the thing is worth, however the money goes?—Yes.

53692. Chairman.—That includes land in towns in stations and so on?—Yes.

53693. You cannot buy land in towns at £40 an acre?—No.

53694. Mr. Ascroft.—Take Ennis for example. You don't buy land there. You run into the main-line station?—We have had to buy a lot of land in the neighbourhood of Ennis.

53695. But on the whole it averages £100 an acre. There are over 35 miles of railway, of which undoubtedly 53 miles is in the open country. It seems very light?—This includes the arbitrator's expenses, the expenses of making title of the people themselves, and it includes the compensation given to their own land valuers, and everything of that sort.

Chairman.—It seems to me very reasonable.

Mr. Ascroft.—Compared with England, I quite agree.

53696. Mr. Stansfield.—Does it include cost of conveyance?—It does.

53697. Still you have 53 miles. It is equivalent to 66 acres' purchase on an annual value of 30s per acre?—Yes, but you would think it rather small if

you had had the experience of land, which I have had, over here and in Scotland. It runs to something fabulous.

33398. *Lord Pirrie*.—The land over here is not worth anything like that?—To the actual owner of the land it does not give anything like that.

33399. *Mr. Section*.—When they go into the market in England they get very little for land, but if they get hold of a railway company they get a great deal?—They do. It is the same in Ireland. I have never bought land compulsorily, but I was told that I was unarguably taking the very best bit of the man's farm and doing him incalculable damage.

33400. *Chairman*.—That was always the case with railways?—Yes.

33401. *Mr. Apinsoff*.—Does not the cost of the permanent way of Belgian light railways include within it a great deal of work in the paving of streets in the towns themselves, where the railways have had to pay for taking up the paving and replacing it?—I cannot answer that straight away. The accounts give the details very fully, and I rather gather that the cost of paving would be included in the column headed "Bâtiments et Ouvrages d'Art."

33402. You don't know whether in Bruges or Brussels, into which light railways run, the cost of the street paving has been charged against the railway?—I rather think it is put down under the head of works of art.

33403. It might affect the cost per mile very much?—It does considerably. I find it is put under another heading. I have the accounts here. They give the cost of the acquisition of land, then of works, and then of buildings, etc., and I should not be at all surprised if the paving went in under that head. I could not tell you. I should think it is more than likely.

33404. *Chairman*.—Just explain that table?—The cost of land on the Irish light railways amounts to about £500 per mile. Crediting the cost of land on the Belgian lines, £379, there is a balance of £121, to which must be added the cost of accommodation works in Ireland, which averages per mile, £150. Also culverts and drains, £100, and these make a total of £471, which added to the cost of the Belgian narrow gauge lines, £3,544, makes a total cost for the Belgian lines of £4,015. And of the 4 ft. 8½ in. gauge of the Belgian light railways 25,335 per mile, which is rather more than that of the Irish lines, and which, of course, will be increased on completion of the lines under construction.

33405. And of course in Belgium they have got all the rails made on the spot practically?—They have.

33406. Whereas you have to export every ton?—Exactly.

33407. *Mr. Section*.—Does the price of land in Belgium include the incidental expenses to which you have referred in the case of Ireland?—I could not tell you. They just give you the bulk figure of the acquisition of land.

33408. It appears still to be true that the cost of land in Belgium is less, because it is £660 per mile in Ireland, and £379 in Belgium?—It depends on how much you take. The bulk in Belgium is on the public roads.

33409. *Chairman*.—I should think the cost of land there is where they have to make drains?—That is so.

33410. *Mr. Section*.—Would they have to take more when land in Belgium?—I don't think they do. As far as my experience goes—I don't know the whole of them—they run along through the middle of every little village in the place, and never step in it.

33411. *Mr. Acworth*.—The terminus in the town is the market square, where they don't take any land?—That is so.

33412. *Chairman*.—And where they have neither stations nor platforms?—That is so.

33413. What about Germany?—In the case of the German light railways, for which the accounts are available, the cost has varied between 112,756 marks per kilometre constructed entirely on land purchased for the purpose, to 31,914 where the lines are mainly laid on public roads. The average cost, however, of the German narrow gauge lines has been 74,960 marks per kilometre, or \$9,933 per mile.

33414. Do you know the working gauge?—It is usually the metre gauge. It will be seen, therefore,

that the average of the Irish light railways constructed under the Tramways (Ireland) Act of 1883 has been very considerably less than those constructed by the Board of Works under the Act of 1836, in fact, by about 22,000 per mile, or 33 per cent. That they have also cost considerably less than some of the English and the average of the German light railways, and that on an equal basis they have cost a trifle less than the average of the Belgian lines. The tendency of all countries of late years has been to create or extend their systems of narrow gauge light railways. They have recognised that the traffic of a country cannot be efficiently or economically collected and disposed of by the standard main lines of railway alone (which have a separate and distinct function to fulfil), no more than could its waters be collected and disposed of economically by means of large rivers alone. The reason is obvious. The total average cost of working the narrow gauge light railways is as follows:—

	Per mile per annum	Per train mile
Belgian light railways is	£105	0/10
German " "	£298	2/1
The Irish " "	£271	1/8

excluding those in which special circumstances prevail which I shall explain.

33415. *Mr. Section*.—Have you any figures for England?—I have not.

33416. If you construct a light railway on the broad gauge does it necessarily cost as much to work as an ordinary commercial broad gauge railway?—No.

33417. To which side would the cost approximate? Would it be nearer the cost of a narrow gauge light railway or a commercial broad gauge line?—It altogether depends on the way in which you handle your traffic.

33418. But making it broad gauge does not necessarily bring it up to the broad gauge cost of working?—No.

33419. *Mr. Acworth*.—You have given a figure there with regard to cost that the Belgian difference is £1,360 extra for full gauge?—Yes.

33420. Would that, do you think, be owing to the cost of construction?—I think it is.

33421. Would that, in your view, be something like what it would cost extra on an average Irish railway to make it full gauge?—No; that would altogether depend on circumstances.

33422. Clearly, but just as you have given the average per train mile you could give the average for the extra cost for the broad gauge?—I do not think I could, and if I did it would be misleading.

33423. *Mr. Section*.—Take, for instance, the West Clare and South Clare?—I could give you that.

33424. What would they have cost extra per mile to make into broad gauge?—I think if it had been done at the time—made a broad gauge instead of a narrow gauge—and if the rolling stock had been borrowed from the existing broad gauge company, the chances are it would not have cost more than £600 or £700 a mile over and above the cost of the narrow gauge, including the rolling stock for the latter. I think I gave a figure with regard to that to the All-Port Commission.

33425. Suppose you had to do it now what do you think it would cost?—I think it would cost about £200,000.

33426. 24,000 a mile?—Yes.

33427. Almost as much as the original cost of construction?—Almost. That would include rolling stock—it would have to. We have spent a large amount on rolling stock now which would be wasted. Our rolling stock is now in very good order.

33428. *Mr. Acworth*.—There would be no object in getting fresh rolling stock if some existing railway had enough old stuff to do the work?—I do not think they would be satisfied with old stuff.

33429. Leaving out the rolling stock, what would it cost, do you think?—£3,500 per mile.

33430. That would be practically as much as the old line cost?—Yes, pretty nearly.

33431. *Mr. Section*.—Do you think the money, £60,000, offered to make a line in East Clare would have been sufficient to broaden the gauge of the West and South Clare lines?—They never intended to make it a broad gauge.

Dec. 16, 1898

Mr. W. E. Beckett, Chairman, Engineers, West and South Clare Railways.

The cost of the passenger lines less those built by the Board of Works.

Also less than some of the English, German, and Belgian light railways.

Comparison of the cost of working the light railways of Belgium, Germany, and Ireland.

The question of cost of working broad gauge light railways.

Estimated cost of altering Clare railways to broad gauge.

Change of gauge would result in the waste of rolling stock—the cost of the alteration would be the same as the original cost.

But it was never intended to make the lines broad gauge.

Dec 10, 1908

Mr W.  
Barrington,  
R.D. & L.G.  
Barrington,  
West  
and South  
Clare  
Railways.

Proportion of  
traffic local to  
the railways.

A large  
amount of  
through  
traffic.

A very  
smallish  
portion  
of the  
Belgian light  
railways  
passing  
passenger  
carriages.

Average  
train service  
on these  
lines.

Comparison  
of the cost  
of working  
of the  
standard  
gauge  
main line in  
England,  
Germany, and  
Ireland.

Percentage  
of saving  
in the cost  
of working  
in favour  
of the light  
railways.

The cost  
of working  
of altered to  
broad gauge.

The figures  
quoted re  
broad gauge  
working  
the average of  
the combined  
main lines  
and branches.

53532. Witnesses, before this Commission suggested that it would be sufficient; you think it would not!—I think not.

53533. Mr. Ascroft.—Can you tell me what proportion of your West and South Clare traffic is local to the railway, and what proportion is exchange at Ennis?—I think I can, with the help of Mr. Kennedy, the secretary.

53534. Perhaps Mr. Kennedy will take a note of it, and give us a figure if he can?—There is a very large proportion of it that is local to the railway. I can tell you that.

53535. It would be very interesting to know how much of the traffic is granite and things of that kind is through traffic, and with regard to the tourist traffic as well?—Yes, there is a large amount of through tourist traffic, and a very small amount of through traffic in stone.

53536. Chairman.—You have given us the cost of working the narrow gauge railways in Belgium, Germany, and Ireland?—May I explain that the Belgian one, which is extremely low—10d. a mile,—as compared with larger ones for the German and Irish, is probably accounted for by the fact that a very considerable proportion of the Belgian light railways are purely and simply passenger tramways, which is not the case in Ireland. In Ireland there are worked at a lower figure still.

53537. Mr. Ascroft.—The Belgians run on an average, I suppose, seven trains each way daily?—Quite so.

53538. And, therefore, all your corresponding charges are distributed over more than double the train mileage?—Yes, but to meet that case I have given you the cost per annum.

53539. Would that correspond to train mileage?—It does.

53540. Chairman.—Can you give us the cost of working the standard gauge main lines of railways?—The cost in England per mile per annum is £2,545, and the cost per train mile is 2s. 6d. The cost in Germany is £1,334 per mile per annum, and the cost per train mile is 2s. 6d. The cost in Ireland is £756 per mile per annum, and the cost per train mile is 2s. 10d. That is the cost on the standard lines of railways, and shows a saving of 50 per cent. in the cost of working in favour of the light railways which savings amount in Ireland to £487 per mile per annum, and 1s. 3d. per train mile.

53541. Mr. Seaton.—Does not that rather imply that if these light railways were made broad gauge the cost would then approximate to the cost of the ordinary broad gauge railways?—There is no doubt at all that if you made them broad gauge, and worked them in the same way as broad gauge lines are worked you would increase the cost.

53542. Would it necessarily follow that although broad gauge they would be worked on the same scale as the ordinary broad-gauge railways?—I think so. It follows in the case of the branch lines.

53543. Yes; but would it be necessary to use locomotive engines of the trunk line on it?—It all hinges upon the very question Mr. Ascroft was asking me a moment ago with regard to the old stock. If you are going to economise in the shape of the stock you must run old engines.

53544. Mr. Ascroft.—But surely your figure is not misleading. Take your figure of the Irish cost per mile per annum of the main line of the big railways, which was £756. You do not suggest that the Dublin and Kinsale line is worked at £756 per mile per annum, do you?—That is the average which I have taken from the Board of Trade returns.

53545. That does not mean that their branches cost that?—It is the average.

53546. But normally the line between Dublin and Belfast costs vastly more?—Naturally.

53547. Therefore the branches must cost much less?—They do.

53548. Therefore you are not going to compare your £271 per mile with the average of Irish railways, you should compare it, should you not, with the cost of the least expensive branch?—But I know nothing of that; I can deal with nothing but the average.

53549. That £756 is not the cost in most cases; it is the average. We do not want the comparison with the average, but with the cheapest broad gauge branch?—But I am also giving you the average of the light railways.

53550. Chairman.—But the light railways are all the same, are they not?—No; they are very different.

53551. Not very?—Yes, indeed, they are.

53552. Mr. Ascroft.—Are there no separately worked broad gauge light railways?—I cannot recall one at the moment.

Chairman.—I know of one.

Mr. Seaton.—The cost per mile of the various light railways in Ireland varies as much as up to 150 per cent.

53553. Mr. Ascroft.—Are not there any 3 feet 3 inch gauge light railways in Ireland?—Perhaps Mr. Shanahan can tell us?

Mr. Shanahan.—Yes. The Timoleague and Coast marshery line is a 3 feet 3 inch, uniform in gauge with the Cork, Brandon, and South Coast.

53554. Mr. Ascroft.—Does it publish its accounts?

Mr. Shanahan.—Yes, its accounts are published. It is in the hands of a Committee of management appointed by the County Council.

The Witness.—If you want to know what is the average cost of the working of the broad gauge light railways I can give you that.

53555. Mr. Ascroft.—That might be of some value; it might be a better comparison?—I thought what you asked me was for independent light railways. I can give you the cost of working the lines by the Great Southern and Western down in Kerry, the accounts of that are kept separate and given separately. I can give you also the Headford and Kenmare and the Valencia line.

53556. Mr. Ascroft.—The expenditure is about £5,700 for the year, can you tell us what the length of line is?—Yes.

53557. The Sligo and Linton is broad gauge, is it not?—Yes, but it is hardly a light railway.

53558. But the cost is less than that on some of the light railways. Can you give us the cost of the three—the Headford and Kenmare, the Valencia, and the Courtmacsherry lines?—I think so.

53559. Chairman.—I gathered that in your opinion there would be no advantage in converting this railway from the narrow to the broad gauge. Is that so?—There would be advantages, but there would be no financial advantage.

53560. I am speaking of the general advantage, in other words, the capital cost would be so much increased, and the cost of working would be so much increased that the traffic in the district is not worth the enormous outlay that would be needed for the conversion. Is that your view?—That is my opinion.

53561. And that this particular light railway and the light railways generally are quite sufficient to develop the traffic in the district in the cheapest manner?—I think the light railways in all these districts are far more than able to carry the amount of traffic that they are at all likely to get; but conversion would entail the use of more expensive, larger, and stronger railways to do what you can do with a small and cheap one.

53562. There is, of course, a disadvantage in the transferring of the goods traffic, but it is a very small amount per ton, is it not?—It is.

53563. We have heard that it was 3d. a ton for coal?—I can give you later on the exact cost of the transfer if you desire it.

53564. Mr. Seaton.—Is it not said that they are unable to book their cattle through at wagon rates, but have to book them at head rates on account of the difference of gauge?—That could be altered.

53565. You cannot book through at wagon load rates at present, can you?—That is not quite so because it all depends on the class of cattle. Of course, if you have got a class of cattle of a certain size—small ones—you can get as many of them into a wagon on the narrow gauge as you can in the other, because they will stand crosswise, but with heavy beasts you cannot, of course.

53566. Suppose there are low rates for wagon loads of merchandise can you book through at wagon loads?—Yes.

53567. Although the wagons are of different capacity?—You can book through at the five-ton rate; I do not know whether you can at the six-ton rate. We have some wagons 30 feet long, but, of course, they were made for carrying light stuff only.

53568. The low wagon load rates are generally 10-ton rates, are they not?—Yes, they are generally.

\* See Appendix No. 8, II.

† See Appendix No. 5, III.



52950. Mr. Aspinwall.—As a matter of fact, you could get as wide a track on your narrow gauge line as can be got on any of the main lines in England, I believe?—Yes. I may say it is quite a simple matter, and has been done over and over again, to transfer the whole bodies of the trucks. Of course, you only do that if your traffic will justify it. We would be delighted to do it if we could get traffic enough to make it worth while.

52951. Mr. Serles.—It would be a good thing if you could arrange the rates for cattle?—It would be.

52952. Chairman.—What have you to say with regard to your working expenses on the line?—As regards working expenses of the light railways, companies authorised to construct light railways under the Irish Tramways Acts are unable to raise any capital beyond the amount of their guaranteed shares, as the interest on those shares is a first charge on the undertaking. They are precluded by the provisions of the Act from carrying forward a balance from one half-year to another, and they are not allowed to create a reserve fund; therefore, all betterments, all renewals, all increases of rolling stock, or expenditures on providing increased facilities, no matter how much they may have cost, or what savings they may elicit, or increased revenue they may bring in, have to be charged to the working expenses of the half-year in which they are effected.

52953. Mr. Serles.—That is very important. As I understand, the reason why you cannot in any emergency raise any more capital is that the dividend upon the existing shares being a first charge, you can put no charge before it?—Frequently.

52954. And so it is a first charge of such magnitude you can put no charge after it?—Precisely.

52955. So that as you cannot put any charge before it or after, you can put it nowhere?—Yes.

52956. Of course, any credit balance available has to go towards dividend on the existing capital?—Yes.

52957. So that you can have no free balance?—No.

52958. And no chance of raising any capital?—None whatever.

52959. It follows then that all expenditure has to come out of revenue?—Exactly. That is a very grave line in the Treasury's Act under which these railways were made.

52960. Chairman.—Have you any figures showing the amounts which have been charged to revenue which could on an English railway have been charged to capital?—I have.

52961. Have you got them there?—Yes.

52962. Can you give them to us now?—They are in my proof, and I shall come to them presently. I would rather take them where they come in the proof, if you do not mind.

52963. Of course, if each half-year's working expenses have to be included, it follows that they vary considerably?—Yes, with the amount of improvements done in that half-year.

52964. With the amount spent on improvements you mean?—Quite so.

52965. Or the conditions of that half-year?—Quite so.

52966. They vary, you say, with the conditions and improvements?—That is so.

52967. The money may be spent in one half-year and not in the next?—Yes.

52968. Mr. Serles.—There is nothing but revenue to pay for anything, is there?—Nothing. Companies have been drawn in the evidence given between cost of working the West and South Clare Railways and the cost of working the Carron and Leith and Clogher Valley Light Railways. I mention, however, as the comparisons have been based on the results of one half-year only, and that the winter half-year, on both lines, it is wholly erroneous and misleading. In the case of the Northern lines, the traffic in the winter and summer does not appreciably vary; in the case of the Clare lines, which serve a tourist district, the winter traffic is scarcely more than half what it is in the summer half-year. Therefore, to compare the working expenses for any one half-year on any such light railway with those of another is absolutely valueless, unless you were able to ascertain the cost of the improvements and the exceptional expenditure charged in each case. Of course, I cannot give you the exceptional expenditure in the case of the Clogher Valley and

the Carron and Leith Companies, but I can give you the exceptional expenditure in our own case.

52969. Chairman.—I do not think you need enlarge upon that, because it is obvious that it is not a fair comparison.—Very well, sir.

52970. The comparison, to be of any value, obviously should be for a year or a series of years?—Quite so. I can give you them for a series of years if you wish it. The West and South Clare Companies have no reason to shrink inquiry, or to be ashamed of their actions, or conceal them in any way. Although no comparison with other lines, the circumstances of which are different, is really reliable for the reason I have given. I have a table showing the results, based upon an average of the last five years, of the principal light railways.

52971. That will be valuable; we should like to have that?—Before, however, giving that table I should like to make a few words of explanation with regard to exceptional expenditure.

52972. You had better give us that?—As I have explained before, all expenditure, which in other companies constituted under other Acts of Parliament would be charged to capital, has, in the case of the light railways constructed under the Tramways (Ireland) Act, 1865, to be charged to the working expenses. A few words on the history of the Clare Railway will be very instructive on that point.

The original estimate of the promoters of the West Clare line was £175,945, in which an item of £25,000 was provided for rolling stock, repairing shops, &c. In the Board of Works estimate this item was cut down to £21,000, but the total amount guaranteed by the Grand Jury was only £276,100. At the instance of some ratepayers, who appeared before the Privy Council, the guaranteed capital was further reduced to £163,500, or £12,448 below the proper estimated cost. As the value of the shares was much below par, it became necessary to exercise the utmost care as regards expenditure, so that the line might be opened for traffic, and the county relieved from its liability to complete works in the event of the promoters failing to do so. That is a very serious liability that arises under the Tramways Act for the guaranteeing areas.

52973. Mr. Serles.—Will you divide that £25,000, so as to show how much of it was for rolling stock and how much for repairing shops?—I do not know that I can; it is given in bulk in the original estimate.

52974. Can you say how much was for the repairing shops?—I think that at that time, for the small amount of rolling stock we had, we needed about £3,500.

52975. Only that?—Yes, only that. Since then our rolling stock has very largely increased, and we now build all our own rolling stock, and I have used for some figures to show you the class of things we are doing, which I think will compare very favourably with any others. It is all done by our own men in our own workshops at Ennis.

52976. That is better than sending for it across the Channel, is it not?—Yes, and there is a very large saving into the bargain. Meantime, the traffic was rapidly increasing on the line (it has increased over 77 per cent. since the line was opened), and it became necessary to provide additional rolling stock from time to time, and so the original fitting shop was found wholly inadequate.

52977. Mr. Serles.—That is the one cheering fact about the light railways, that the traffic has greatly expanded on all of them?—Yes, and that is in spite of the decreasing population.

52978. Chairman.—It shows they are doing the work?—There is another peculiar thing with regard to this that I might mention. There seems to be an idea that there would be a great advantage derived from throwing all these systems into one big system, but the statistics show that the light railways which are independently managed, have a greater increase than those worked by other companies.

52979. Mr. Serles.—But if you are to have a unified system, surely there are economical considerations far outweighing any considerations of that character?—Quite so.

52980. Chairman.—Your line has increased by 77 per cent. I understand?—Yes.

52981. In how many years?—Twenty-one years. It became necessary to provide additional rolling stock from time to time, and the original fitting shop was

Dec. 10, 1898.

Mr. W. Harrington, M.P. for Ennis, Ennis, West and South Clare Railways.

Comparisons made by previous witnesses between the cost of working the Clare Railways and the C. & L. and Clogher Valley lines.

Original estimate of the promoters for the West Clare line.

The amount guaranteed by the Grand Jury.

Character of reduction in amount.

Consequent inconvenience in securing completion of line.

The rolling stock very largely increased, and now built by the Company at their own works.

Percentage of increase in traffic since line was opened.

Expansion of traffic on all Irish light railways in spite of the decreasing population.

The question of economies under a unified system.

Dec. 16, 1908.

Mr. W. Harrington,  
R. O'Connell & Co.,  
Barrington,  
West  
and South  
Clare  
Railways.

The promoters' estimate for the South Clare Railway.

Reduction of interest (under guarantee) and consequent reduction of workshops.

Act enabling Board of Works to accept light railway stock in security for loans.

The estimate for the South Clare Railway based on the assumption that the stock were of par value.

But the promoters were disappointed.

Representatives to the Board of Works as to security for repairing shops.

Deputations to the County Council in 1902 on the subject not heard.

Application made to the Department of Agriculture for a loan. Company offering to take people for technical instruction without fee.

found to be wholly inadequate. When the South Clare Railway was proposed the promoters provided for the erection of a fitting shop. The promoters' estimate was £127,353, and the Board of Works again reduced this to £124,374, £1,000 of this reduction being again a portion of the sum provided for workshops. I know that myself, because I provided for them myself, and we had a considerable difficulty about it. The County, however, refused to guarantee more than £130,000, and that was £4,000 less than the Board of Works had said, and the workshops had again to be omitted, as they were not essentially necessary to enable the line to be opened for traffic.

54001. Mr. Searson.—Estimates are usually framed with the view of leaving a margin. The point that occurs to me is this, whether estimates amounting to £233,000 for the two lines in gross, having been reduced by £20,000, so as to bring them down to £213,000, did this impose upon you the necessity of omitting that particular item of the workshops. Could you not find room for them in the reduced expenditure?—No, because that was a proper estimate, and we were faced at the time with the fact that the stocks were unobtainable anywhere. An Act of Parliament was passed at the instance of the West Clare—I dare say you may remember it—to enable the Board of Works to take these stocks as security for a loan. Mr. McAdoo alluded to that matter yesterday, and he said he had obtained a certain balance by that means.

54002. Did you get any of that?—No, we had parted with our shares, and the shareholders obtained it.

54003. Were the estimates framed on the assumption that the stocks were of par value, or that you would have to issue them at a lower value?—I think they were framed on an estimate of a par value, but everybody was disappointed.

54004. Did the London company propose to take the shares up at par?—Yes, but they did not do so.

54005. What you really wanted was power to issue stock at par value for £200,000?—Yes.

54006. Otherwise—I know at the time you could not get the English people to look at these stocks at anything like a price?—That is so. The result was that the whole of the stock was taken up in Ireland, and in Ireland today. We have all sorts of people scattered through the country holding it.

54007. You found yourselves in this predicament, that you found your share were insufficient, and you wanted more capital?—Yes.

54008. What did you do?—Representations were made to the Board of Works that what we had was utterly insufficient to enable us to deal with the rolling stock. It was pointed out that the Treasury were the losers for the want of repairing shops, as the net receipts would be much larger if the very exorbitant charges for the repairs of engines, &c., could be reduced. For instance, when repairs were needed to engines, which should not cost more than £200, the boilers and other heavy parts of the machinery had to be removed by hand and sent over to England or Scotland, and the freight alone backwards and forwards frequently amounted to as much as £80, or more than 35 per cent. of the cost of the work. Some of the County Council, who were members of the County Council, recognised the agency of the matter, and suggested that a deputation should be sent by the Company to wait upon and explain the matter to the County Council, with a view to a joint application being made to the Treasury. The deputation waited on the County Council on the 17th January, 1903, but one member of that body proposed a resolution "That the deputation be not heard," which, in spite of the efforts of the baronial directors, was carried by a large majority. I was there myself as a member of the deputation, so I know about that.

54009. Mr. Searson.—During the intervening years the loans had made matters rather difficult?—Quite so. Recognising that the workshops in Ennis would form a most valuable technical school, application was made to the Department of Technical Education for a loan of £4,000, to enable the shops to be established and equipped. The company offered to effect a redemption policy with any insurance company the Department selected, by which the loan would be repaid in full in ten or sixteen years. This application was coupled with an offer by the company to take pupils without any fee and instruct them in

various trades, and at the expiration of each year to make ten of the most promising pupils apprentices, and pay them ordinary apprentices' wages. The Vice President (Sir Horace Plunkett), the Secretary, and other officers of the Department met the deputation, and later prepared a scheme, providing the loans to be given to the various branches of instruction, and, while 25 hours per week were provided for English, Mathematics, Drawing and Science, only ten hours were to be devoted to manual labour, and the Department offered £335 on the foregoing conditions.

54010. Mr. Searson.—£335 instead of £4,000?—Yes. But as no efficiency could be obtained by apprentices in any trade, and no practical work could be entered under such conditions, the company were obliged to decline the offer.

54011. The Department were prepared to give technical instruction, but they seemed very much afraid of teaching anybody a trade?—Quite so.

54012. Chairman.—You failed there, so what did you do next?—Having exhausted every possible chance by which the necessary funds might be obtained, we again made representations to the Board of Works, pointing out the extreme urgency of the case, and at length the Treasury agreed to raise no question on the audit of the accounts that the expenditure was not proper working expenditure if the receipts of the railway were applied to the provision of the necessary workshops. I believe the County Council tacitly adopted the same view, and the company accordingly have, within the last three years, expended a sum of £4,191 entirely out of the revenue on the shops and the works entailed thereby, or an average of £1,400 per annum. That is capital expenditure.

54013. And that in the ordinary course with an ordinary railway would be charged to capital, whereas it has been in the case of your railway charged to revenue?—Quite so. Of course, while all these negotiations were going on the rolling stock was running and it was not improving, and it had got into such a condition that it required very extensive repairs and renewals to render it fit for traffic purposes, and large additions had to be made to it; so that a total of £25,512 has been expended out of revenue on rolling stock alone, and all that is really a capital expenditure.

54014. Mr. Searson.—Will you distinguish between additions and replacements or repairs?—Yes.

54015. Otherwise.—Is that £25,512 for additional rolling stock, or is it for repairs?—I will give you the exact particulars later. I have them all here, and I will give you the full details.

54016. Mr. Searson.—You say that the rolling stock required repairs and renewals; can you distinguish the repairs from the renewals?—Yes. Here is a list of rolling stock purchased by the West Clare Railway Company and paid for out of revenue. In 1894 we bought one locomotive of Messrs. Dublin, the cost being £2,160; in 1896 we bought another from Messrs. Green, and the cost of that was £1,948; in 1900 we bought another, and the cost of that was £2,168; in 1901 we bought another which cost £2,185; in 1903 we bought another which cost £1,880, and since then we have bought another which is not in the list.

54017. Otherwise.—How many is that altogether?—Six new locomotives. Of course I am giving you the number of all the new locomotives we have, there are only five in this list. The aggregate cost was about £10,500.

54018. That is for new ones?—Yes; additions.

54019. It may be a renewal which was not in place of an old one?—No.

54020. That is what I mean. These were all additions to your stock which in the ordinary course would have been charged to capital?—Quite so.

54021. Now, what about carriages and wagons?—We bought one composite, two third class, one fourth class, two passenger vans, two composite carriages—first and third, one horse box, ten covered goods wagons, and two first class carriages. These were all supplied by the Bristol and the Metropolitan, or some of those companies over here, and the cost was £3,963. Since we made our workshops we have constructed five large carriages there, and the cost of the five has been only £1,780. Some gentleman who was examined on behalf of the Board of Works—I will not give his name—and he saw us constructing these, and that we were using dead and all sorts

of unsuitable timber. I do not know how on earth he could have come to make that statement, because I can give it the most emphatic denial. We have used nothing but native oak, which we have bought locally, and when I came over here we gave an order for 1,200 tons more native oak.

54022 Mr. Stenton.—The most have made a very cursory inspection to mistake oak for deal?—Naturally, and, as a matter of fact, we had no deal in the shops. We have constructed in our own workshops an open cattle wagon, seventeen covered cattle wagons, one covered cattle wagon reconstructed from an old brake van—

54023 Chairman.—I think you must leave that out. Very well. It cost £250, a new covered wagon, ballast wagons, and two large open wagons for the carriage of turf, pigs, and sheep at a total cost of £1,834; that is twenty-seven wagons built in our own shops, and the total cost of these is £19,965 brought forward. These are not repairs—

54024 That is properly charged to revenue?—Yes; but I must give you the cost of these things to show you the exceptional works that we have done. I must add that to them. You see we entirely rebuilt one locomotive.

54025 Mr. Stenton.—In order to support your belief that you had to pay out of revenue what railway companies in an ordinary position might have been able to discharge out of capital, you would have to ascribe the expenditure on additions, repairs, and replacements on your railway from one another?—I have done that.

54026 What is the cost?—£19,965.

54027 Chairman.—Put in round figures that would be £20,000?—Yes, all the items I have read to you up to the present I claim as exceptional expenditure, not as capital expenditure necessarily, but as exceptional expenditure which it is fair to take account of in comparing with the expenditure of other lines, these very heavy reconstructions which we undertook, I do not claim them as capital expenditure, but as exceptional expenditure.

54028 Why should you do that on your line that you have been working for twenty years?—Because for the want of workshops a lot of these things had been allowed to run down.

54029 In consequence of not having workshops you had to run your stock to the death?—Yes.

54030 And an additional amount had to be bought because you had not proper shops for repairs, as these were required?—Quite so.

54031 It is £25,000, roughly?—Yes.

54032 Mr. Stenton.—I understand you intend to cover this, that if you had had these workshops from the beginning, which you were prevented from having, this work which you have now described, whether additions or replacement of stock, would have been performed gradually from year to year and would not have entailed this very heavy expenditure at any particular time?—That is precisely so.

54033 Do you wish to offer any comment on the evidence of Mr. Lowrey?—I would very much like to do so.

54034 You give evidence of special expenditure incurred upon your line by reason of capital restrictions and the want of certain facilities and appliances, and it might be a good time now to say what you wish about the report of Mr. Liversy to the Irish Government and his evidence before the Commission?—Thank you, I should like to say something about it.

54035 I think the gist of it is in this passage of the report: "Had the West and South Clare lines been worked at the same cost as the Donegal line the saving would have amounted to £3,785 for 1905, and this may be taken over the average for the last three years." The effect of his evidence was, that assuming the comparison between the Donegal line and the Clare lines to be a fair one, in those three years you would have spent £28,000 less?—Yes. The only statements in Mr. Lowrey's report which it is necessary to answer are those relating to the expenditure on the locomotive and permanent way departments, which he states are run very extravagantly. Mr. Lowrey is evidently unaware, or has ignored, the exceptional conditions attached to light railways constructed under the Tramways (Ireland) Acts. His line was not under the Tramways Acts. Under these Acts all the expenses incurred in betterments, in repairs to rolling stock, or other expenditure, have to be charged to the working expenses

either of the permanent way and works or the locomotive department. What he quotes as "running expenses" and "locomotive repairs per train mile," and not only these, but large increases to rolling stock as well (which I have given you) on the Donegal Railway (with which he was formerly connected and with which he compares these figures), would have been charged to capital if they had been incurred. I do not say they were, but I say they would have been so charged if they had been incurred. Mr. Lowrey might have ascertained this quite easily, and also any other information of which he was not cognizant, if he had desired to. He did not apply to me, and if he had, I would have given him the following information on this subject, which I have no doubt would have modified his view. As he selected the Donegal Railway for comparison, I shall confine the following comparative figures to it to save confusion. In the year 1903, which is the last for which I have complete returns, the West and South Clare Railways carried in round numbers considerably over 1,150 passengers (about 35 per cent.) and about 100 tons (10 per cent.) of goods per mile more than the Donegal Railway; and as the dead or unpaying loads are similar, the locomotive and running expenses should also be greater on the Clare Railways for moving a heavier load. I have not checked Mr. Lowrey's figures, but he gives them at 6½d. per train mile on the Clare Railways and 5½d. per train mile on the Donegal Railways. The loads to be moved in the case of the Clare average 26 per cent. more than in Donegal, and adding this (or 1.36d. to the figure of 5½d. per train mile), the locomotive running expenses on the Clare lines should be 6.1d. per train mile on the same basis of cost as the Donegal, or almost exactly 6½d., which he states they amount to, from which I gather that the expenses of running the two lines are practically similar.

54036 Chairman.—That is for the locomotive expenses?—Precisely, because that is one of the items to which he calls attention. Now, without a very much larger clerical staff than the Clare Railway can afford to keep, it would be impossible to correctly apportion the total expenditure incurred between the locomotive, carriages and wagons and permanent way and works. As I have explained above, all expenditure on increases of rolling stock, equipment, and improvement of every sort have to be charged to either permanent way and works or locomotive departments. When the control of these departments was placed in my hands upwards of three years ago, we were without adequate workshops, without machine tools of any description, and many other equipments, and were very short of rolling stock, while the stock in use was all worn out for want of repairing facilities. Since then commodious and suitable workshops have been erected and equipped with the latest tools required for the class of work to be done. One new locomotive has been purchased at a cost of £1,800. One which had been scrapped for sale has been entirely rebuilt, and the others completely overhauled and renewed in our own workshops at a cost of £3,540. That is the reason I claim this as exceptional. An entirely new passenger train of five vehicles, of a superior construction, has been built in the workshops at a cost of £1,788. Forty wagons have been constructed at a cost of £2,067, and other work upon which expenditure has been incurred it is hard. New offices have been erected and furnished, two miles of permanent way have been entirely relaid with rails fifty per cent. heavier than our original road, two workmen's houses have been erected; a gravity water supply has been provided for one, and pumping machinery for four other stations, and many other improvements effecting great economies in working have been provided. In all, upwards of £20,000 has been expended on these works within this period, or an average of over £6,330 a year of exceptional expenditure.

54037 Mr. Stenton.—Do you say the whole of that in the case of an ordinary railway would have been charged to capital?—No, I do not. But I say that there is exceptional expenditure.

54038 How much of it would have been charged to capital?—The bulk of it, I should think about a few hundred pounds a year, is all that would have been charged to revenue on an ordinary line.

54039 You would be inclined to put that figure substantially against what he calls excess expenditure?—Yes.

Dec. 10, 1904.

Mr. W. Barrington, a member, Engineer, West and South Clare Railways.

Mr. R. H. Liversy's evidence.

The exceptional conditions of light railways under Tramways Act, 1868.

All betterments, increases in rolling stock, etc., have to be charged to working expenses.

Such expenditure would have been charged to capital on the Donegal Railway.

Comparative statements for the Clare lines and the Donegal Railway for the year 1903.

The locomotive equipment of the two lines practically similar.

Difficulty in apportioning the Engineering and

Locomotive expenditure of the Clare Railways.

Improvements effected during three years in works and equipment.

Amount of this exceptional expenditure.

The bulk of which would be charged to revenue on an ordinary line.

Dec. 30, 1908.

Mr. W. Serrington,  
a member of the  
Commission,  
West and South  
Clare  
Railways

Mr. E. H. Lavery's  
evidence, notes.  
Comparison  
of the cost of  
locomotive  
repairs on the  
Clare Railway  
and the  
Dougal  
Railway.

The former  
includes not  
only  
locomotive  
repairs and  
materials,  
but many  
other items.

The average  
cost of  
maintenance  
of permanent  
way, etc.,  
of the Clare  
and Dougal  
lines for  
five years.

Mr. Lavery's  
report on the  
Clare line  
to the Irish  
Government  
referred to the  
Commission.

Copy also  
forwarded to  
the Clare  
Company.

Notes dealt  
with in that  
Report.—  
Notes  
workmen's  
staff.

The permanent  
way inspector's  
salary.  
Duties of the  
storekeeper.

Non-residence  
of the  
engineer.

Alleged  
excessive  
salary paid  
to him.

54040. Chairman.—I must say that to my mind your explanation is perfectly satisfactory.—Thank you, sir.

54041. Mr. Serrington.—Mr. Lavery gives one remarkable figure to which I should like to draw your attention. He said the cost of locomotive repairs on the Clare Railway was £380d. per train mile, and only 3d. on the Dougal, and I remember Mr. Aspinall examined him closely on that point. What do you say about that?—I think if the Dougal stock had been maintained as it ought to have been, it would have cost more than 3d. a mile. If the report of the Chairman of the Great Northern Railway Company on the Dougal line was read in conjunction with that, I think it would explain the whole matter. The bulk of this expenditure has been charged to and borne by the working expenses of the permanent way and works department; and the balance charged to the locomotive department, as the circumstances of each year permitted. It will be seen from above explanation that the item appearing for locomotive repairs, which Mr. Lavery states amounts to £260d. per train mile, includes not only locomotive repairs and renewals, but many other items, such as equipment of locomotive workshops with machinery, which is used as required for all departments. We make our own crossings and points and all that kind of thing. During the year 1905, to which he directs attention, some of this machinery was put in, locomotive No. 3 was reconstructed, part of the passenger train I have alluded to, and fifteen of the goods wagons were built, in all about £4,000 was expended in this department, which will account for far more than the above balance of £1,571 of the figure he mentions. As regards the permanent way, I have deducted the exceptional expenditure above explained, which was charged to permanent way and works, and find that the actual cost of maintenance of permanent way and works on the Clare Railway, on an average of the last five years, including all salaries, was 24s. per mile per annum, the average cost of same period of Dougal Line was 25s. per mile per annum. That is crediting the exceptional expenditure on these special works which was charged to permanent way.

54042. Your position is that it would have been charged to capital ordinarily?—Yes.

54043. As he made a report to the Government and the Government referred it to this Commission, it is important that you should be allowed to make the best reply you can.—Thank you.

54044. Chairman.—Did you get the report?—Yes.

54045. You have given a very careful answer to it, and it is to my mind satisfactory; there is an altogether different complexion put on the case by your explanation. If you have any further remarks to make, will you make them?—Thank you. I should like to say that the extra staff he mentions are not 12, as he states—how he got that I cannot imagine—but they are 4, and, in my opinion, are not "extra." They consist of a hammer-man to look after telegraph and pumping machinery, hydraulic ram, wind mill, etc., salary per week 14s.; a carpenter for outdoor work, salary per week 24s.; a painter for outdoor work, salary per week 24s.; a handy man for various work, 14s. There are no more men in the shops at Ennis than are required there, in fact, the carpenter and painter are scarcely over his work. Men are in any case required for the outdoor work. I station them at Millhouse, which is midway on the line, instead of Ennis at one end, to save time travelling, and so that they may be nearer to their work. He alludes to the permanent way inspector who, he says, should get 5s. less per week than he does. The permanent way inspector is not stationed at Ennis. He is at nearly midway on the line as a cottage could be provided for him. He is competent to take charge of signalling and interlocking arrangements, and of the tradesmen and their work, and does so, as well as the line-men. £8 5s. is his salary. Mr. Lavery thinks £8 sufficient. I do not know where a man competent to take charge of signalling and tradesmen can be got for less. Such men are difficult to get. He also alludes to the storekeeper. The storekeeper is not in my department, but it is right to mention that he keeps and abstracts accounts of cost and works for the secretary. He also keeps the men's time in the workshops and prepares the pay-sheets. Mr. Lavery is also incorrect in stating that

I am non-resident. I live on the line during the tourist season for about five months, and only an hour from Ennis during the remainder of the year. As regards the very moderate salary which I receive, and which Mr. Lavery apparently regards as excessive, although far less than he enjoyed in Dougal, I think that I should mention that in spite of all the extra work which is now done in my department, and including my own and all other salaries, I have succeeded in reducing the total expenditure in them since they were placed under my control. For the two years prior to that the expenditure in them amounted to £14,197 per annum. In the last year he mentions it amounted to £13,468, a saving of £705 per annum, and I expect to increase this in future. This was written after Mr. Lavery's report, and we have increased it, I think, to £1,000 since. The average gross working expenses of the Dougal line for the five years ended 1905 was £224 per mile per annum and 1s. 8d. per train mile, while £27s. per mile per annum and 1s. 10d. per train mile was that of the Clare Railway, including the exceptional expenditure I have above explained, which has averaged over £9,330 a year. The difference in the cost of the two is attributable to the extra traffic which has to be handled on the latter, and if this is credited to the Clare Railway, the expenses will be found to be almost the same as those of the Dougal. Then, as regards loss in working, I have explained this fully in my general evidence, and it is too long to recapitulate here, but against which the company's expenditure on capital account, totalling £33,129, must be taken into consideration. Mr. Lavery's statement under the heading, "Loss in Working," is wholly erroneous and misleading. There was no real loss in working expenses for the last three years, as his report says, notwithstanding the exceptional expenditure I have explained, but, on the contrary, there was a profit.

54046. Mr. Serrington.—I suppose he really referred to the dividends?—Quite so; but that is not the whole point, as more than the true profit has had to be applied to the reduction of the guaranteed dividend. I will explain that to you later. Mr. Lavery has included this dividend in his statement as "working expenses." Owing to the peculiar facility provisions of the Tramways (Ireland) Acts, each line and each half-year has to be treated as a separate entity, with the result that although there has been a net profit on the working of the line, as a whole, since they were opened, of £24,151, the county has been called upon to contribute towards so-called working expenses, in round numbers £12,200 over and above their share of the profits, while the Treasury has walked off with the respectable sum of £12,076. I am not using this expression in an offensive way, but merely to put forcibly the real effect. They were entitled to do what they did. The county and the Treasury are generally looked upon by the public as partners in these undertakings, but they are not partners at all; the Treasury has the best of the bargain.

54047. When this took place, that the Treasury had the half year end in October and April, and the October half year gets the benefit of all the tourist traffic?—Yes.

54048. The effect of it was this, that every year it so divided that one half year shows a deficiency, which deficiency falls entirely upon the county, whilst in the other half-year you make a substantial surplus, and that surplus is taken to the extent of one-half by the Treasury?—Quite so, and these figures sum out this way, that although the gross profits have been £24,151, which ought to have been divided between the county and the Treasury, the county have been called upon to pay £12,000, and the Treasury have got to their credit £12,000.

54049. Mr. Aspinall.—Let me see if I understand that. The Treasury have got a £12,000 contribution towards this 2 per cent. Is that right?—Yes.

54050. The county have paid them half 2 per cent. plus £8,000?—Plus £8,000.

54051. Mr. Serrington.—Instead of getting half of £24,000—that is £12,000?—Yes, which surely seems to me to be an equitable division of profits between two public bodies, who are popularly regarded as partners in these transactions.

54052. Mr. Aspinall.—Where has the other £4,000 gone?—The other £4,000 has gone to the relief of

the county. The county have got £24,000. We have all the expenses that the Treasury can possibly cram into the winter half-year; all that they can possibly get into the half-year they do.

54053. *Mr. Herbert Jekyll*—If the Treasury got £22,000 out of the £24,000, what because of the other £2,000?—The county got that.

54054. *Mr. Acworth*—And the county got £28,000?—No, £20,000 equals £12,000 plus £28,000.

54055. *Mr. Seaton*—If the accounts had been made up annually there would have been all the time a surplus every year?—Every year, not a surplus in dividend, but a surplus over expenses.

54056. A surplus of receipts over expenses?—Yes, £24,000 towards the dividend.

54057. And the surplus would have given every year a sum in reduction of the charge in relief of the 2 per cent?—Yes.

54058. The county would have to pay 2 per cent less certain surplus in each year?—Yes.

54059. As it has worked out, the Treasury have so managed it that the surplus are all in one half-year and the deficiencies in the other?—Quite so.

54060. And the county bears the whole of the deficiencies, and the Treasury gets half the surpluses?—Yes.

54061. Chairman.—Can you tell us what would have been the result if all these items legitimately chargeable to capital had been charged to capital?—That £24,000 surplus would have been very largely unused, but it would be pure speculation for me to put a figure on it.

54062. I do not quite see why, because you have the figures?—I am afraid it would be under the circumstances, because it would depend on the half-year.

54063. But you could take it over a period. Take it from the commencement; do not take it from one half-year?—I am told it would amount to £16,000 in addition to the £24,000, that would be £40,000 in round figures, that is the Secretary, Mr. Kennedy's estimate of it.

54064. *Mr. Seaton*—Instead of losing £20,000, how much would have been received on accounts made up from year to year? £20,000, I understand, has been left by the county on the accounts from half year to half year, by reason of deficiencies, over the whole period. What amount has the county paid over the whole period by reason of deficiencies of receipts necessary to pay working expenses?—They have paid £21,000 out and have received £12,000.

54065. Who have?—The county, leaving them with a net £10,000, which the is the figure I have given you here. I am told that if these expenses had all been charged to capital instead of revenue, that £24,000 would have been £40,000.

54066. £16,000 added?—Yes.

54067. *Mr. Herbert Jekyll*—£20,000 to the Treasury and £20,000 to the county, which would just balance the amount they had provided?—Yes.

54068. Chairman.—And the county would not have had to pay anything?—They would have had to pay something for the guaranteed dividend, but nothing like what they have had to pay.

54069. *Mr. Seaton*—There would have been that difference in favour of the county?—That is it, there would have been that difference in favour of the county.

54070. After your experience, what would you advise should be done to obviate inconvenience and loss in the future in the case of any other line—what arrangements would you make at the outset with regard to capital and so on?—Do you want my own view with regard to the general question?

54071. Yes?—I think I indicated that 21 years ago to the Allport Commission. I think, roughly, what would get rid of the difficulty would be this. I think the Treasury, instead of giving us a 2 per cent guarantee, ought to give the cash contribution that that would represent. Then they ought to exercise some control over the construction of these companies. A great many of these small companies have been shamelessly done—very badly done. I will not mention an instance, but a great many have been badly done, and I think where a public contribution is given a distinct and careful control ought to be exercised. But to place the actual promotion, as has been done at the inauguration of these things, in the hands of a Public Department, I think, fatal; and that will be shown by the amount of work that was done under the Act of 1883 from then to, I

think, 1900. I am only dealing with this because you have asked me the question.

54072. Quite right?—The initiative lay with private enterprise, and during that period some 200 odd miles of railway were constructed. Since then the initiative has been placed upon the Board of Works, I think it is, and the larger companies, and since then a very small amount has been constructed.

54073. *Mr. Seaton*—Two lines?—Two lines. That speaks volumes, I think. In one case the line had a length of 65 miles and in the other case I think Mr. Stevenson gives it as his evidence as 220 miles.

54074. *Mr. Herbert Jekyll*—Would that be because the demand for lines is largely antedated?—No, there is a large demand still.

54075. *Mr. Acworth*—May not it be because it is found that many of them can do no more than pay for working expenses?—Yes, it may be that. There has been a lot spoken about statements which promoters have put forward in promoting some of these new lines, but everyone going into a thing looks at it in a hopeful light, and so doubt these things have been exaggerated to some extent.

54076. *Mr. Seaton*—Trouble has arisen through want of capital. How are you going to get over the objection so cogently stated by yourself, that that capital actually raised at the outset is a first charge. As you cannot afterwards put any other charge before or after it, is it not obvious you must make your arrangements at the outset and that the capital at the outset must therefore include enough for contingencies. Is not that the solution?—Yes. You never can foresee what a thing may be. I think you should give some elastic powers to enable, with the consent of the Treasury and the guaranteeing area, additional capital to be raised.

54077. *Mr. Acworth*—It is done every day in the case of American railways. They issue a mortgage for say 100,000,000 dollars, of which 75,000,000 dollars is issued at once, and the remainder is issued as wanted?—Yes, that is what we want.

54078. May I clear up this matter of the £24,000. There was £24,000 not over working expenses?—Yes.

54079. The Treasury got half of that, namely, £12,000?—Yes, in round figures.

54080. Therefore, there remained £12,000 to deal with. Why did not the county get that?—They did, but they were called upon to pay £20,000.

54081. Why were they called upon to pay £20,000?—Because the provision in the Act is that, that wherever in any half-year there is a surplus, that surplus is to be applied in relief of the guarantee. The guarantee is from the Treasury and the county, and, therefore, of course, it is divided between the two of them. In the case of our railway company the guarantee is 4 per cent, and it is divided equally, whereas in cases where the guarantee is 5 per cent, it is divided in the proportion of two-fifths and three-fifths.

54082. Then your point was that they got their £12,000 from the excess of receipts over working expenses, but they had to pay £20,000 towards the relief of the guarantee, of which the Treasury paid half?—Quite so.

54083. It really went from working expenses into interest on capital?—It did. While we are on the subject, perhaps I ought to say something else. I must say, though it probably will not be agreeable, that the Board of Works from time to time endeavours to cram as much expense as they possibly can into the winter half-year, and in some of the reports of the Board of Works you will see they claim great credit for having done this, that, and the other for the benefit of the railways; but you will find if you analyse that what they have done has had the effect of increasing the payment to the Treasury and the levy on the county.

54084. *Mr. Seaton*—The effect of that is to increase the deficiency, which the county has then to pay, and conversely to increase in the other half year the amount of which the Treasury takes half?—Yes.

54085. *Mr. Herbert Jekyll*—You suggest it was done for the purpose of throwing the expense on the county and giving relief to the Treasury?—I have not the slightest doubt about it. I have been before the arbitrators and seen it done. I do not like to mention the person's name who got it done, but he is very well known, and a high railway expert who understood these things. He was, no doubt, appointed to do the best he could for his employers, the Treasury, and he did the best he could. He was a very able man.

Dec. 18, 1905

Mr. W. Harrington, M.P., Engineer, West and South Coast Railways.

A great many of the small Irish lines very badly constructed.

Government should exercise control over light railway companies which financial assistance is given by State.

The initiative lay with private enterprise up to 1890.

Since then it has been placed upon the Board of Works.

But two lines only constructed by that Department.

Forced, with the consent of the Treasury and the guaranteeing area, to raise additional capital required.

Allegation as to the Board of Works charging of expenses.

Dec. 30, 1898.

Mr. W. Harrington, M.P. for Dublin, West and South Clare Railways.

The alleged impenetrable division of the half-yearly accounts.

The South Clare line worked by the West Clare Company.

Action of the Treasury in the adjustment of the accounts.

Strict but justifiable.

The appointment of arbitrators and other charges, &c., settled by a Board of Trade arbitration.

Who issued an Award binding upon all concerned.

54065. Chairman.—When does the six months begin and end?—On the 30th April and 31st October in each case.

54066. Mr. Sedon.—One half-year has the whole characteristic traffic in it—it covers the tourist season—and the other half is a desert, so to speak.—Yes, and we have a fat line and a lean line. The West Clare works the South and it gets the traffic on the South. Therefore, the West Clare, as a naturally correct in these things, gets the profit. Consequently, it is the interest of the Treasury to put the expense on the South and get the credit of it on the West. The joint station, where the two trains run into, is Milown Malbay, and the Board of Works said, "Well, here you have a station which belongs to the West Clare line and the South Clare are using it, and will have to pay a rent." Accordingly, they put a rent on the South Clare. Of course, the benefit of that rent to the Treasury as that half of it goes into the pocket of the Treasury and half is paid by the county. When I bring up a bill for extra rolling stock they say "Well, this expenditure was made during the winter." It is quite evident the work must be done during the summer if we want to have the stock ready for the summer. "Therefore, you must charge it to the winter half-year." I say that although it was done in the winter it was intended for use in the summer, it should be charged to the summer half-year. Invariably the tendency is to cram as much as can be crammed on to the county and relieve the Treasury as much as possible.

54067. Mr. Ascroft.—You do not think the Treasury ventured to do anything which they had no right to do?—No.

54068. Chairman.—Is there not another explanation—what I may call financial purism?—Probably, that is an explanation.

54069. It is true that the South Clare is liable for cost for the use of this Milown Malbay station and it is not.—Undoubtedly, if I owned the West Clare and somebody else owned the South, I should charge it.

54070. Mr. Ascroft.—As a matter of financial accounting, supposing they were both properties of one person, it should be charged, should it not?—Yes.

54071. On the other point, as a matter of actual accounting, the money was spent in that half-year?—Yes. It was very generous of the Treasury to give 8 per cent. under the Act, but it was given out of the Irish Funds.

54072. Can you give an instance of where it must have been done with the deliberate intention of amassing the receipts of one half-year at the expense of another?—I would not for a moment suggest that the Treasury were doing anything that they had not a perfect and legitimate right to do. I believe that when they gave that 8 per cent. they did not think it would amount to anything like the heavy burden which it has amounted to, and they have consequently done everything they could within the four corners of the Act to relieve themselves. It is absurd to point out that the county and the Treasury are partners, because they are not.

Mr. Skene.—The charges relating to joint-station working, locomotive repairs, rolling stock, &c., were apportioned as the result of a Board of Trade arbitration. The Commission are not probably aware of that, therefore I just mention it as a matter of information. The items in dispute were referred to the arbitration of the Board of Trade, and settled after a sitting that lasted one or two days in Dublin, and an award was issued which was binding upon all concerned, including the Treasury, the Board of Works, and the company.

54073. Chairman.—Who was the arbitrator?—Witness.—I think General Hutchinson was the arbitrator.

Mr. Skene.—It was in the year 1896 or 1897. Sir Herbert Jekyll.—Who was appointed arbitrator by the Board of Trade.

Mr. Skene.—The whole matter was referred to the arbitration of the Board of Trade.

Mr. Ascroft.—Did the Treasury ask for arbitration?

Mr. Skene.—The Board of Works, falling settlement with the company, used the provision in the agreement as to arbitration, and referred the matter to the Board of Trade.

54074. Mr. Ascroft.—Then, it was the deliberate desire of the Board of Works to put as large a share on the county as they could?

Witness.—Yes, the intention certainly was to put a larger charge on the county.

54075. Then it was not financial purism, but it was deliberately done?—That is my opinion.

54076. The company had obviously no interest, they could not have any interest; the only people interested were the County Clare ratepayers on the one hand and the Treasury on the other.—Yes.

Mr. Skene.—The West Clare Company took up the position that the County Council have occupied in the matter.

54077. Mr. Sedon.—In this case the Treasury and the county are equally liable for dividend as partners, and it does seem a little hard, if not sharp, that the Treasury should appropriate the larger part of the surplus by an artificial division of the year.

Witness.—It is my object to try and give you the facts, and you can draw your own conclusions.

Chairman.—How many railways are under the same working arrangements as regards joint stations, &c.

Mr. Skene.—There are several, six, including the Cork and Muskerry and the Derraghmore Extension.

Chairman.—How many half-years end on the 31st January and the 31st July?

Mr. Skene.—I think there are about six or eight of the light railways the half-yearly period of which are the same as the West and South Clare Railways. I know the Clare lines are not unique—they are two of several.

Chairman.—Was the arrangement made as the beginning?

Mr. Skene.—It was made in the Order in Council relating to the undertaking, and, as far as I remember, the Treasury had nothing to do with it; it was settled when the lines were authorised.

Witness.—One of these guaranteed lines has not power to work on any other conditions.

Chairman.—That is in the Order, is it?

Mr. Skene.—The Order in Council; the Treasury had nothing to do with that, of course.

Witness.—I am informed that in the case of the South Clare Railway there is a provision in the Order fixing the date, and the case of the West Clare there is no provision.

54078. Chairman.—What is the date?—The 30th of April and the 31st of October. That course was manifestly taken to make their accounts coincident with the West Clare accounts.

54079. Mr. Sedon.—How did the West Clare dates get altered?—I could not tell you, but we presented a Provisional Order before the Lord Lieutenant and the Privy Council in Ireland to get it altered to the ordinary dates, and the Treasury opposed us.

54100. You consider that a division from January to July would be a much fairer division?—Yes, that is what we wanted to do.

54101. That would put an end to the whole difficulty except so far as the plurality of the companies is concerned?—Yes.

Mr. Keeney, Secretary, West Clare Company.—I think the Grand Jury meet in March and in July, and we, of course, make up the accounts to the 30th of June, so as to have them ready for the Grand Jury in July.—Witness.—That is why the West Clare chose this date; but that does not relieve the Treasury of the method by which they are trying to press everything into the one half-year.

54102. Mr. Ascroft.—You think a yearly account would be much better?

Witness.—I do; I know we were trying to get it, and we were not allowed. Shall I conclude what I have to say about Mr. Liversy's report?

54103. Chairman.—I think you have convinced us that there is another side to the question, and your explanation appears to be satisfactory. After that, do you wish to say any more?—No, thank you, sir.

54104. If all these items which you have referred to had been charged to capital instead of revenue, the benefit would have been about £20,000, I think you said just now, whereas I see in your proof you put the figure down at nearly £35,000.—I do not think I put it actually at that.

54105. You went through the details with us, and gave us the details, and we reckoned it up to, I think

it was £20,000?—I think it was £19,000 odd and you said about £20,000. That was simply and solely in the locomotive department, but I have other items to give.

54126. Yes, I was going on. I think we came to the conclusion that about £20,000 would have been absolutely chargeable in the case of any other company without dispute?—I think that, approximately, would be the figure.

54127. That would have gone in reduction of the payment by the county?—Of course it would. I estimate that the amount of £668, or £202 per annum, has been charged to the maintenance of way and works within the past three years, by which the traffic receipts have been permanently reduced by £150 per annum. That will, of course, in time show its effect, but up to the present it has not shown it, and it, of course, accounts for a certain amount of the expenses. The National Directors have frequently insisted upon other works being done which will not bring in a direct return, but which will add considerably to the comfort and convenience of passengers, such as verandahs to cover exposed station platforms, etc., and as they used the argument, "that they are the representatives of the ratepayers and should watch the work done," the shareholders' directors have not felt themselves in a position to resist this expenditure, not in itself undesirable. The net result of all this has been that the company have expended out of the reserve on the above matters the sum of £35,983, the great bulk of which in other companies would have been charged to capital—let us say £20,000.

54128. For the whole period?—Yes, for the whole period. Out of this very large sum £37,100 has been expended during the last six years, and £19,883 during the last three years, or on an average, £26,692 per annum. These figures, of course, appear small

when you are dealing with the accounts of the large companies.

54129. But, of course, they are very important figures for your small line?—Quite so. Under no circumstances could more than £1,350 be described as working expenses proper, being the cost of repairs and replacements of old stock. The net exceptional expenditure for the last three years has amounted to £5,398 per annum, and if it is regarded as capital expenditure (as it would be in the case of other companies) the result of actual working expenses will be as I have shown in the following table; and for purposes of comparison I am adding the cost of working the German and Belgian narrow gauge railways and the average cost of the standard lines in England, Germany, and Ireland. Somewhat similar circumstances to those I have detailed above, only in a still more aggravated form, have also occurred on the Schull and Skibbereen and the Trellick and Dingle Lines, both of which are worked by Committees of County Councils. The Treasury have, however, given free grants for improvements in both these cases, but no similar help has been given to the Clare railways. Excluding these three lines, or excluding the true figures as regards the Clare Lines, it will be found that the average cost of working the Irish light railways, where the circumstances I have alluded to have not arisen, is 1s. 8d. per train mile.

54130. Chairman.—We will put that Table on the Notes just as it is, so you need not go through all the figures, but we will just take the average?—The average is 2s. 2d. With the deductions it comes down on an average of years to 1s. 8d. For the purpose of comparison, I add the results of the working of the following foreign systems. The very low average cost of working the Belgian light railways per mile is explained by the fact that a large proportion of them are electric passenger tramways, where only two-sevenths of the receipts are derived from goods traffic.

Dec. 10, 1896.

Mr. W. Barrington, M.P. for Cl. & N. H. R. Co. (West and South Clare Railways).

The net exceptional expenditure for the last three years.

Free grants given by Treasury for improvements of the Schull, and Skibbereen, and Trellick and Dingle lines. No similar help granted in the Clare railways.

The average cost per train mile of working the Irish light railways. The low average of the Belgian light railways. Table showing the working of the Irish light railways for five years compared with the German and Belgian.

TABLE SHOWING THE RESULTS OF THE WORKING OF THE IRISH LIGHT RAILWAYS ON THE AVERAGE OF THE LAST FIVE YEARS.

Name of Railway.	Length Miles.	Trains Meters.	Receipts		Expenses.	
			Per Mile Average.	Per Train Mile.	Per Mile.	Per Train Mile.
Dunagal, . . . . .	104	280,786	363	3 4	216	1 4
Londonderry and Lough Swilly, . . . . .	99	271,182	433	3 7	375	1 7
Glenties and Lifford, . . . . .	49	109,559	294	2 3	207	1 0
Clapham Valley, . . . . .	37	102,086	227	1 7	223	1 7
Cork and Muskerry, . . . . .	27	112,524	413	1 10	365	1 3
Schull and Skibbereen, . . . . .	14	34,993	193	1 19	373	2 0
Trellick and Dingle, . . . . .	37	74,881	229	2 8	300	1 4
West and South Clare Railways, . . . . .	33	145,598	368	2 4	296	1 5
Average, . . . . .	—	—	363	2 2	305	1 2
On crediting the working expenses of the Clare Railways with the exceptional capital charges which have been incurred within the last three years, their working expenses will be as follows:—			—	—	375	1 10
And the true average of the Irish Light Railways, . . . . .			—	—	295	1 5

For purposes of comparison I add the results of the working of the following foreign systems:—

Average of the German narrow gauge light railways, . . . . .	174	2 4	366	1 1
Average of the Belgian narrow gauge light railways, . . . . .	307	1 3	305	0 10

The average cost of working standard broad gauge lines are as follows:—

In England, . . . . .	—	—	3,682	3 5
In Germany, . . . . .	—	—	1,384	3 2
In Ireland, . . . . .	—	—	755	3 10

Cost of working standard broad gauge lines in England, Germany, and Ireland.

So that even in Ireland, where the cost of working broad gauge lines is lower than in other countries, the cost per train mile is 1s. 8d., or 70 per cent. more than the true average cost of the Irish Light Railways, which is 1s. 8d. per train mile, eliminating the items which, under the Tramways (Ireland) Acts, have to be charged to working expenditure, though they really are capital.

Dec 10, 1898

Mr. W. Harrington, M.P. for the County of Wick and South Clare Railway.

Amount paid on the capital of the Belgian light railways.

The shares owned by the State and other public authorities.

Belgium the most densely populated country in Europe.

The profit on the German light railways.

Explanation of the lower working expenses of the light railways than the standard broad gauge.

The light railway is admirably adapted for the conditions of the country. Their convenience to the normal broad gauge is recommended.

The promoters not responsible for the light railways being made narrow gauge.

The cost of working light railways includes the charges for transshipment, the charge for the use of the West Clare Railway.

Complaints by drivers of the trouble involved in transshipping cattle, &c.

The goods trucks do not warrant the adoption of Mr. Lovejoy's patent transshipping apparatus.

54111. Mr. Norton.—They seem to make a large profit?—It is not such a great amount, they have a guarantee in all countries.

54112. Mr. Ascroft.—They pay about 2 or 4 per cent on their capital, do they not? I think they have not a guarantee?—I think they have.

54113. I think you will find the shares are owned by the State and other public authorities?—Yes, the State took them up. Perhaps that is it.

54114. Mr. Norton.—They make a profit of £100 per mile per annum?—Yes, but then it is the most densely populated country in Europe. The Germans make about £200.

54115. Chairman.—I think we have settled this next point?—The cost per train made is less.

54116. You have given us these figures and several questions were asked you upon it; I do not think you need refer to them any further?—May I give an explanation of the principal difference in cost, or why there should be a difference in cost?

54117. Yes, please?—One explanation of the lower working expenses of the light railways than the standard gauge lines will probably be found in the much lower proportion of the dead weight, or unpaying load to be moved in comparison with the paying load, which, of course, becomes of still greater importance when the traffic to be obtained is inconsiderable. I have frequently noticed instances in which the total paying load on a train did not exceed 10 tons, and the weight of the vehicles, excluding the engine, was not 27 tons, or the total weight of the train was 37 tons, and the paying load formed 27 per cent of the total load. A standard line train with the same vehicles would have weighed about 54 tons, and the total weight of the train would have been 64 tons, of which the paying load only formed 15 per cent, the difference being 12 per cent in favour of the light railway. In giving these figures I ought to say that in giving evidence twenty years ago before the Allport Commission I held the opposite view, and I am only a convert to this, and what has converted me to it is the experience that I have gained during that time and what I have seen. I said strongly to think the reverse.

54118. I don't you need not say any more about this matter. I asked you a direct question, and you answered me directly that in your opinion these light railways were admirably adapted for the conditions of the country, and you would not recommend, from your experience, that they should be converted into the normal gauge?—That is so.

54119. In consequence of the expense?—I should like you to remember that it was not the promoters who were responsible for the light railways being made on the narrow gauge, it was the Lord Lieutenant.

54120. Mr. Ascroft.—Of course it is quite arguable that on two lines 53 miles long—a continuous line—there might be a justification for a narrow gauge while there would not be for a branch of 10 miles?—Certainly, or for a link.

54121. A line which is only 10 miles long is clearly not the same thing as a line of 53 miles?—No; but a great deal more has been made of the inconvenience and the cost of transshipment than it really amounts to. It must be borne in mind that the figures I have given of the cost of working the light railways include these charges for transshipment, and in the case of the West Clare Railway those charges do not amount to more than 1½d. per ton.

54122. Mr. Ascroft.—That is half of the amount which was mentioned?—Proves, of course, complaint of the trouble involved in transshipping cattle and pigs, but they admit that it rots the beasts, and coming as a break in a long journey prevents cattle or pigs from lying down in the wagons and getting cramped upon.

54123. Mr. Norton.—Mr. Lovejoy says something about transshipment and his patent apparatus; I reduce the cost to practically nothing?—I do not know if you put against that the cost of the extra sidings, etc., that it makes much difference.

54124. Chairman.—But the traffic does not justify it?—That is the real point.

54125. That is the simple answer?—Yes.

54126. Mr. Ascroft.—And now it comes to be judged on its merits, of course?—But there is far more made of that than is necessary, I think. People talk of the inconvenience of transshipment, but there are very few cases in which, in a long distance, there is no

transshipment. In fact, it would be impossible to start a train from Dublin to reach a distant place served by the system, whether on the same gauge or not, without there being transshipment. And it is done everywhere. People have to change at an intermediate station; they have to change carriages and get into another train. What difference does it make to them whether they get into a narrow gauge or a broad gauge train? None. And, after all, the cost of this transshipment is very slight. Supposing they have broad gauge wagons running and you cannot get a wagon load; you are not going to run them through; you will tranship the goods. We are now supplying the county through the port of Kilmuck, one of our terminals; we are supplying coal through the port.

54127. Then it is not transhipped except from the vessel to the track?—From the vessel into our trucks.

54128. Mr. Herbert Jelf.—You carry turf, do you not?—We do.

54129. Mr. Ascroft.—If your line were broad gauge and belonged either to the Midland or Great Southern, do you doubt that they would run through villages in the tourist season, say, to Kilkenny?—Perhaps in the tourist season they might.

54130. In the tourist season they would, no doubt be able to run them?—I think they probably would run them when they advertised a big excursion.

54131. Do you not think you would run through carriages on the 10 o'clock train?—Kilbarney is a more important place, and up to lately they have not run through trains there.

54132. But they do now, and the Midland run a through train to Clifton?—Yes; in the tourist season. The bulk of the light railways would get so advantage by it. Many of these light railways are made with such curves and gradients that it would be impossible to take a broad gauge vehicle over them.

54133. But yours are good?—You could not run the wagons round the curves in the streets, for instance, with any sort of comfort or safety.

54134. Mr. Ascroft.—Apart from the cost per ton of transshipment, is there no objection on the ground of serious delay?—No.

54135. Nothing that would affect your traffic?—No unless people neglected their duty, which may come anywhere. There are very few through wagon-laden. In fact, I might almost say none; but in one case, I believe, four occasionally comes through from Beaumont, and they have a through rate per wagon for that.

54136. Chairman.—I do not ask you any question about the gauge of the railway, I think we have exhausted that. It is laid down in the Order, and you have nothing to do with it, I believe?—That is so.

54137. With regard to the speed, you are limited to a maximum speed, are you not?—Yes; of 35 miles an hour.

54138. There have been complaints about slow travelling on your railway?—Yes.

54139. Have you a time-table there?—I have.

54140. How many stops are there on your line of 48 miles?—Thirteen.

54141. And all the trains are mixed trains?—They are all mixed trains.

54142. What time do you take on the journey for the 48 miles?—Here is a time-table. The number of stops is thirteen in the 48 miles, and two hours and 45 minutes. I think, in our quickest time to do it. Comparing that with the larger lines, the distance from Clifton to Galway is 48½ miles, that is three-quarters of a mile farther than from Ennis to Kilkenny. The morning train, which, I presume, is a mixed one, leaves Galway at 7.20 and is due in Clifton at 10.55, or taking 3 hours and 35 minutes to do this distance.

54143. What is your slowest?—Our slowest train takes four hours, that is a goods train to which there is only a carriage attached for the convenience of people. Our quickest train does it in two hours and three-quarters. The morning train leaves Ennis at 5 o'clock and arrives in Kilkenny at 8 o'clock, that is three hours. From Achill to Westport is 26 miles. There are three trains on the day, the first leaves Achill at 6.50 a.m. and is due to arrive in Westport at 8.10 a.m., that is 1 hour and 20 minutes.

Chairman.—I do not think you need give us all these examples. I think that is very far running.



54143. Mr. Sinton.—Do you say those districts, Chelton, Woodford, and so on, are fairly comparable to your districts?—I think so.

54144. Your speed, including stops, is 18 miles an hour?—Yes.

54145. Your maximum rate of speed is 23 miles an hour, as fixed by the Board of Trade?—Yes.

54146. Do your necessary stops account for the difference?—I think we might stop at a great many fewer stations, but if we do we are at once met by the cry, "We are the people who are paying for this line, and we are entitled to the accommodation, and you want to run by our station."

54147. I see you made 23 miles an hour, including stops, with the Lord Lieutenant's train?—Yes.

54148. And gave him time to receive an address and reply to it?—That is so.

54149. If you ran a train each way, stopping, say, at Barnstaple, Llanuch, and Millicote-Malby only, you could do that in two hours?—We could, without any difficulty.

54150. Is not that worth trying?—We have tried it and there has been an outcry. There is a little platform called Chaggaenock, and I have heard a man get up and call out because Chaggaenock was not stopped at.

54151. A tourist district is so much concerned in fostering such places as Kilkree and Millicote that the general public interest would be promoted by having one quick train daily?—We would be most anxious to do so.

54152. Mr. Acworth.—Do you see any reason, as an engineer, why a line with 40 lb. rails and fairly light curves and curves at the worst of 15 chains should have any difficulty in going at a greater pace per hour as a maximum?—Not if you use the best rolling stock. There are some of our engines with regard to which I should be very sorry to see the limit removed.

54153. Some of your engines?—Yes.

54154. What about your rolling stock?—That does not matter.

54155. That is all boggy stock, is it not?—None of it.

54156. On a good many of the railways it is?—It is an absolute necessity where they are running round four-chain curves and less.

54157. What is your stock?—4 wheels?—6 wheels.

54158. Centre coupled?—Yes.

54159. Have you continuous brakes on the goods stock?—Yes, and everything. Green's variable engine—and we have several now—and there is no necessity for any limit of speed.

54160. You have never tried to get the limit removed, have you?—No; because we cannot get speed on our line.

54161. But the Board of Trade maximum is 23 miles an hour. I do not suppose you stick to it, but that is the theory?—Yes; that is the theory.

54162. But you might get faster if you are allowed to go at any speed you can get to between stations?—Well, you might under certain conditions, but we have never found any necessity for it.

54163. Mr. Appell.—Have you any long stretches of straight line?—I should think about 1½ miles is the longest.

54164. On those stretches there is no reason why you should not go faster?—No.

54165. If you moderated your speed round curves it would be safe, would it not?—I think with the new type of engine we have got we could run at greater speed with absolute safety; that was why we got them.

54166. Chairman.—But the principal factor is that you have to stop at so many stations, is it not?—That is so. When your stations are little more than a mile apart you have very little time to get up speed.

54167. We will not ask you any further questions upon that subject or upon the question of the savings by amalgamation. Let us consider the question of rates and fares?—May I just mention that? There is another aspect of the case which is usually overlooked in the question of working light railways as independent concerns or as portions of a large system. That is to say, the facilities which the former system affords of fostering, in their initial stages at all events, native industries which are very much required in Ireland. When the South Clare Railway was opened very large bags composed of most excellent peat were brought in touch with markets

heretofore quite inaccessible. A special rate of about 1d. per ton per mile was granted for the carriage of this peat fuel, and it is carried by rail to Bunna, a distance of about 43 miles at this price, although it is a light bulky commodity, and it is sent to several parts of the country where fuel is scarce, and a very considerable trade has sprung up. The peasant engaged in the cutting and moving of this fuel are some of the poorest in the country, who but for this industry would probably be in the receipt of outdoor relief and a burden upon the poor rates, so that even if the rates do not contribute towards the dividend on the railway they obtain relief in other ways.

54168. Mr. Sinton.—Have you any comparative figures as to the cost of Poor Relief before and since this traffic?—I deal with them later on in my proof, but they would not form any guide at all, because it all depends on the circumstances of the country naturally.

54169. It might afford some indication?—I can give you an instance where some other lines were compared with us and where it shows the conditions of the two railways were totally inapplicable.

54170. The total traffic in turf is 1,100 wagons a year, is it not?—Yes.

54171. At an average value of 25s. a wagon?—Yes; but it all goes in wagon lots; and the freight comes to 25 per cent. of the value, but no other company could carry it at the price.

54172. Why?—Because it would not pay them to use their wagons for the length of time that is occupied.

54173. Chairman.—You only get about two tons in a wagon?—We get about three, and I have these large wagons now in which we get more.

54174. Mr. Sinton.—Is that large area of bog land capable of much development?—I think it is.

54175. And such development ought to be encouraged?—We have done everything we could to encourage it.

54176. Mr. Acworth.—We have had a lot of evidence with regard to rates equal to a halfpenny a mile on the main lines?—Not with light stuff of that sort, where you can only cram three tons into a wagon at the outside.

54177. Mr. Appell.—What is the weight of the wagons?—4½ to 5 tons.

54178. Chairman.—And the low rates have recently been for 6 tons?—Yes.

54179. Mr. Sinton.—Your average rate is 6s. 4d. a wagon for 25s. worth; that is rather a high proportion?—It is not 25s. worth; it is what the producer gets 35s. for.

54180. If you take it that way it still suggests that if the rate could be made a smaller proportion of the value you would probably have a better traffic?—We tried that and we found it only went into the pocket of the middleman.

Chairman.—I do not see how they can get the slightest profit on a halfpenny per ton per mile.

54181. Mr. Sinton.—Suppose you could make it 10,000 wagons a year instead of 1,000?—We have not the wagons. It would not pay us to build wagons to carry turf.

54182. Chairman.—It is a season traffic, is it not?—No; it goes on all the year round, but, of course, the bulk of it is in the winter.

54183. Mr. Sinton.—From one bog and one station?—No; we have three. It comes from Moyasta, Shragh, and Donagh.

54184. Chairman.—I don't think it necessary for you to enter into the question of rates and fares unless something special occurs to you to mention?—Perhaps I may refer to a question of Mr. Acworth's which threw some doubt on a table that I have put in. He asked me, and at the moment I was not able to give it, if I could give the cost of working some of the broad gauge light railways which are worked by the larger companies. I have since got it out for the Valentin and Killerglin Light Railway worked by the Great Southern Company. It is a light railway constructed on the 5 ft. 3 in. gauge, and the cost of it per mile per annum is £239 against the average of the light railways of £338.\*

54185. Mr. Acworth.—That is lower than the Trillick and Dingle and lower than the West Clare.

Mr. Sinton.—It is not a light railway.

Witness.—It is made as a light railway.

54186. Mr. Acworth.—It is a broad gauge branch?—Yes.

Dec. 10, 1906.

Mr. W. Bartington, M.P.C.C., Engineer, West and South Clare Railways.

The fostering of native industries.

Facilities given to develop the peat fuel trade.

The traffic in turf per annum.

Average value.

Percentage of freight to the value.

Every encouragement given to the turf trade.

Average wagon load of turf.

It would not pay to build wagons for the traffic.

Cost of working the Killerglin and Valentin Railway by the Great Southern and Western Company.

But that line is a broad gauge branch.

\* See Appendix No. 8 (III.)

Dec. 16, 1906

Mr. M.  
Barrington,  
Kilkee,  
Englewood,  
West  
and South  
Clare  
Railways.

Cost of  
working  
various other  
Irish light  
railways.

Present train  
services on the  
Clare railways.

Average cost  
of these  
broad gauge  
lines.

As compared  
with the  
average  
of the light  
railways.

54196. Mr. Aspinall.—Was not it constructed by the Great Southern Company as if it were portion of the main line, they bearing a large portion of the cost themselves?—Yes.

54197. Mr. Aspinall.—In fairness you would say that the fact that they spent more money on construction would make the working cheaper?—Yes. No doubt that was the object. The Headford and Kenmare line cost £2900 per mile per annum.

54198. Is the Headford and Kenmare line constructed on the same principle as the Killybeg and Valentia?—It is. I think the rails are 55 lbs., but I am only speaking from memory. I can also give you the cost of working a number of small railways with which I was connected before they were amalgamated. They are, in every sense of the word, ordinary railways on the broad gauge, but they are branch lines. Therefore the cost of working would give in that way the equal comparison which you asked for. You threw doubt on my figure by saying it surely did not include in the average the cost of working the line from Kingstown to Dublin. I am going to give you a list of joint lines through the country, of broad gauge, the ordinary heavy railway, but which compare in all respects with the districts which the light railways serve.

54199. Except that they are under more stringent Board of Trade regulations?—No. I go even beyond what is required by the Board of Trade. The Athlone and Tralee line used to cost £2 3d per train mile, or £236 per mile per annum. The Rathfriland and Newcastle £400 per mile per annum.

54200. Is that a bigger service?—Yes.

54201. More than three trains a day?—We run more than that. At the present moment we run six trains a day in each direction over the line. Three is the minimum. The Limerick and Kerry line was £417 per mile per annum, or £2 5d per train mile. The Sligo, Londonderry, and Northern Counties was £488. It is fair to say that as most of these railways are out of existence for some years these figures compare with a period of working when the expenses were low, and therefore I naturally conclude that now the expenses would be more. Waterford and Tralee was £476, or used to be, and the Waterford and Central used to be £338. The Cork and Macroom is £415.

54202. Is that a tramway?—No.

54203. Is it largely on the road?—Not a bit of it. Now I come to a narrow gauge line, the Ballyvaughan. That drops to £285. It is worked by the Northern Counties. It is on a par in every way with the others. It is this sort of thing has convinced me.

54204. I don't want to argue with your infinitely greater experience, but may I not fairly, from your experience, take it this way. There are nine broad gauge lines, and without adding them or dividing them I would say that the average works out at about £350?—More than £400, I should say. I have not given you the biggest ones.

54205. So it is £420 that compares with your narrow gauge table when you give an average of £285?—Yes; but in fact if you exclude that exceptional expenditure that in the case of all these lines will be charged to capital it falls to £276.

54206. Take it at £276, then the point I want to make is a much bigger one than that. The comparison of £276 will be with a figure that is not more than £400?—Quite so.

54207. Not with the figure you have given of £708?—That is absolutely correct, only I want to put before the Commission what I believe to be absolutely the case. In the case of the light railway worked by the larger company you have for the Valentia line the figure £338 against the light railway, £276, and for the Kenmare line you have £300 against £276.

54208. The difference in cost, you say, is due to the fact that it is a broad gauge, and that it is worked by a big company?—One is more or less a light railway, and the others are not light railways. That is the difference.

54209. The total difference between Valentia and the other ones is £100 a year extra for them?—It is worked by lighter stock, and therefore the wear and tear won't be so great.

54210. The difference is about £100 a year?—About that.

54211. There are two reasons you give for that. One is that it is worked by a big company, and the other is that it is a broad gauge?—The gauge does

not matter. It is the weight to be carried; but the weight to be carried is inseparable from the broad gauge system.

54212. You cannot count your £100 twice. Part may be due to its being carried by a big company and part to its being a broad gauge, but it cannot be all credited to both, or else you credit it twice over?—I don't want to do that.

54213. Chairman.—With regard to the rates and fares on your own line, what is the charge per mile for first class passengers?—I think it is about 3d, but it varies. We have the same thing to contend with as other companies—water competition in some cases, but the average would be about 3d., and the third class 1d.

54214. In addition you have the cheap tickets?—We have.

54215. For golfers. Have you workmen's tickets?—I don't think we have many workmen to use them.

54216. Have you any residential tickets?—No; but we have golfers'.

54217. You have cheap excursion fares and tourist fares?—Yes.

54218. In fact, in that respect, I suppose, you follow the practice of other Irish companies?—We do.

Mr. Aspinall.—I do not think Mr. Barrington has been doing himself justice. The whole length of the line is 48 miles, and the charge is only 43 times 1d., not 3d.; 6s. first class, Ennis to Kilkee.

54219. Chairman.—That is not 2d. a mile?—That arises for the reason I told you of. Kilkee is the place that is served by water from Limerick, though it would not apply to Ennis. Still we have great passengers from Ennis the benefit of this low amount owing to the water competition; otherwise it would lead to an illegal result.

54220. If that is the fare the through passenger gets the benefit of it?—The manager, unfortunately, and I should apologise, was suddenly called away. He states that the ordinary fare is 1d. He would know more about that than I would.

54221. Perhaps we had better not ask you. But get it on the Notes. Your first class fare is based on the principle of 1d. a mile first, and third class 1d.

54222. Mr. Storton.—The return is three-quarters added; it is generally on the Irish lines two-thirds added?—I suppose you know it; I do not.

54223. It is only a difference of one-twelfth?—At all events, whatever it is, it is insufficient to make the railway pay its way.

54224. Chairman.—On the question of taxation, I should like your views. We have had evidence, I think, from Father Glynn. What do you say to that?—In dealing with his evidence I observe that the persons who have given evidence have confined to convey a very erroneous impression of the burden imposed upon the ratepayers by the guarantee for these lines. Father Glynn stated that the Clare ratepayers contributed £7,000 a year towards the lines, but he omitted to inform the Commission that out of this sum they have obtained a refund of about £7,250, or an average of £1,250 per annum under the Local Taxation (Ireland) Account.

54225. Mr. Storton.—For what years?—Since the Local Government Act was passed they have received £7,250.

54226. That is ten years ago?—I do not know the date when it was passed. At all events, in the years they have received it it makes an average of £1,250 per annum. I have the figures to show you.

54227. For ten years it would make £7,000?—It is not for ten years. The bulk of this sum ought to be, and I believe is, credited to the Barony of Moyasta. That is Father Glynn's own barony. He further stated that the taxation in his district on account of the railway amounted to 1s. 3d. per £. I hand in the notice of rates made by the Clare County Council for the last six years. It covers the period during which the expenditure was the heaviest, from which it will be seen that the rates levied do not cost within 27 per cent. of the figure mentioned by Father Glynn.

54228. Chairman.—He gave us the figures. Can you put the figures in now?—Here they are.

54229. Read them out so that the reporters can have them; for the last six years only?—Here is the notice of rates; I am afraid it will take a long time.

54230. Let us see if we can get it in evidence. First of all, are you a ratepayer in the Clare County?—I am.



Dec. 19, 1906.

Mr. W. Harrington,  
1100 E. E.  
Engineers,  
West  
and South  
Clare  
Railways

The Board of  
Trade  
Regulations  
have not  
added greatly  
to the cost of  
the light  
railways.  
And have been  
in the interests  
of safety.

do not consider that the Board of Trade Regulations have added greatly to the cost of these railways—I do not.

54250. And on the whole they have been in the interests of safety—I am absolutely convinced of it. I have found the Board of Trade most reasonable in considering every point that is necessary.

54251. Mr. Ansell.—Are you speaking of the 25 years or more recent years?—I am speaking of the whole time.

54252. Had you no relaxations in the interval?—We have had relaxations this side of the water, but not in Ireland.

54253. Colonel Yorke gave evidence on the same thing here?—I did not know. But I find it is absolutely the case, and I found that they met me in a great many matters. As regards signals, their regulations require certain signals at a station, but they allowed me to dispense with them where this could safely be done.

54254. Chairman.—There are two or three correct issues which you wish to give with reference to previous evidence, I will ask Mr. Sexton to take the chair.

(The Chairman withdrew, and Mr. Sexton took the chair.)

Regulations  
of the  
Department of  
Agriculture  
which  
seriously  
diminish the  
traffic.

One very  
apparent cause  
which has  
retarded  
further  
development.

The  
regulations as  
to the carriage  
of cattle and  
pigs.

Quite  
unnecessary  
in the case of  
the light  
railways.

Clearing of  
wagons for  
cattle traffic.

The Company  
proposed by  
the  
Department of  
Agriculture for  
enforcement of  
these  
regulations.

54255. Mr. Sexton.—What corrections do you wish to give?—I should like to call attention to some regulations framed by the Board of Agriculture which seriously add to our burdens, which diminish our traffic, and give a great deal of dissatisfaction.

54256. That is in the previous paragraph?—No. It is on page 23, under the heading of Development of Traffic. Perhaps I may be allowed to point out that one very apparent cause which has retarded further development has been the rigid and unvarying regulations framed by the Department of Agriculture as regards the carriage of cattle and pigs. These regulations have been framed with a view to the whole of the Irish railway system, and however necessary they may be in the case of the larger lines where cattle have to make long journeys, occupying many hours in the same wagon, they are quite unnecessary in the case of the light railways, where the amount of tolling stock is limited, not being interchangeable, and where the animals are for at most an hour or two in the same wagon. Some of the principal cattle fairs on our line are Kinsale, 2 hours from Kinsale, and Midway, 1½ hours from Kinsale. From either of these fairs it would be quite possible to run the same wagon twice in the same day, thus doubling its carrying power and its utility to the country. The regulations, however, provide that each wagon must be lime-washed before every time it is used. It would be impossible to put cattle into a wagon without injury to them, in which the lime-washing was not dry, and this necessitates the wagons being lime-washed the day before, and therefore each wagon can only be used once. One would have thought that if a wagon had been cleaned and lime-washed the day before and thoroughly washed out with plain water after the first load of cattle had been taken out of it, the Department might sanction its use a second time the same day. The West Clare Company has, however, been prosecuted and fined by the Department for doing so from the fair of Kinsale, though cattle had occupied the wagon for only little over one hour.

54257. Mr. Sexton.—What reason did the Department give for insisting on the regulations?—That it was their regulation, and that they had no power to relax it.

54258. They did not go into the matter?—No.

54259. Mr. Ansell.—Surely there cannot be an obligation to make an order on your company because they made one on the L and N. W.—That is what we thought.

54260. Did they suggest that there is. There is power under the Act for the Department to make regulations, if I remember right?—We suggested that they had power to make regulations, and also power to make relaxation, or, if they had not, they had the power to refrain from prosecuting.

54261. Mr. Sexton.—These are the rules of the Department of Agriculture?—And you, it is the Department in Ireland. All we wanted them to do was, if they had not the power to relax it in our favour, to relax it by not prosecuting us; but they would not.

The  
Company's  
applied for a  
relaxation in  
their former  
order.

54262. The mere fact that they made the order is not in itself an every case conclusive proof of its necessity?—No.

54263. Have they declined to reconsider it?—They have. The last prosecution took place a couple of months ago.

54264. Mr. Ansell.—I suppose the position is that: If you have a beast which has any infectious disease in a wagon for only an hour, it is just as likely to infect the next beast as if it had been there for a week. That is their case?—The inspectors are then on the ground, not to allow beasts with infectious diseases to be herded amongst other cattle. The way fact of putting in that wagon other cattle would do the damage at once.

54265. There cannot always be an inspector present when you unload?—They are there when the wagon is loaded, as a rule.

54266. They cannot be at a roadside station when they load, say, two or three hours?—You see, they are only loaded at fair times; they go to the fairs.

54267. Was your suggestion for a special relaxation for fair cattle, or generally?—Our suggestion was that, if they did not relax it they should not prosecute us.

54268. You only asked them not to prosecute if you did it only on fair days?—That is so. We never do it at any other time.

54269. Mr. Sexton.—The reasonable way to get the regulation altered would be to bring pressure to bear?—We have done that, and we hope, by bringing the matter before this Commission, that we may, perhaps, bring further pressure.

54270. It must be admitted, in the case of a short railway, with uninterchangeable tolling stock, that it is different from a long railway where there is a large supply of tolling stock to draw upon?—That is our case.

54271. You have something to say about the construction of cattle wagons?—Yes; on a large system where fairs come at some station or another every day use can be found for wagons constructed for cattle alone; but on light railways, where fairs are infrequent, a great waste of money would be involved by constructing and keeping a large stock of wagons, which are unsuitable for the carriage of general goods at times when fairs are not being held. One would have thought that this regulation might also be suitably varied in the case of those lines where fewer cattle are carried in each wagon, and where they are, at most, only confined to the same wagon for from one to three hours. No relaxation, however, is made in the rigid rules, designed mainly to meet a wholly different set of circumstances.

54272. Mr. Ansell.—What are the regulations you object to?—At several of the stations, like the Belgian ones, where we do not have much traffic, there are no platforms nor goods banks, and when we have a wagon with a falling door we have to run it out on to one of the sidings, where a man has to reach up from the level of the ground. The door coming down is very likely to cause accident. So we wanted them to release us from the obligation to make a falling door, which we thought liable to lead to accident. They would not, of course. We supplied the place of the falling door by a loading-board. They would not have that; and they prosecuted us on that.

54273. They required you to make the door open downwards, and you wanted to make the door open in the ordinary way of a door, and to put down a loading-board?—Yes.

54274. Mr. Ansell.—You were asking to be allowed to adopt the old-fashioned plan on which wagons were constructed, so that you would have to use a loading-board. That has all been abandoned. The cattle wagons in Ireland are made the same as they are made in England?—Quite.

54275. You would be quite satisfied, provided they made that change?—I think it would be quite right in the case of a railway constructed in the same way as ordinary railways are, where you have a goods bank of a fixed height. But in half the places where we pick up traffic there is no goods bank at all.

54276. The other entails a greater amount of labour, carrying those boards about?—I do not think the number of fairs on our system would be more than twice a year at the outside; and they are held at certain places. So the loading-boards could be at that station.

54277 Mr. Serles.—How many farms in the year put a strain on your wagon accommodation?—At Ennistown we carried, I think it was, 149 wagons, and we have, as a matter of fact, only about 50, or 40 odd, so we had to run some twice.

54278 What would it cost you to provide wagons enough to satisfy the rules of the Department on those occasions of pressure?—We would have to build a class of wagen answered for our ordinary traffic.

54279 Mr. Ansell.—Your claim seems to be, not to alter the specification of cattle wagons, but to allow you to load cattle on goods wagons?—That is so. They are not goods wagons, they are cattle wagons in every respect, except the falling door.

54280 Put it that way, if you like?—In every respect we comply with the regulations, except the falling door. That we object to, because it is liable to lead to accident, but we have done it with the wagen. The ridiculous part of it is this: they have only power to make regulations as regards wagen after a certain date. There are 15 wagens to which that applies; but if we build any more they will insist on our doing it, but as regards the old wagens they cannot object.

54281 The same conditions are imposed on other light railways, are they not?—I suppose they are; but evidently they do not prosecute. Because Mr. Medcoe said that he used wagons a second time. He could not do that and lawwash them; but he said that he could not carry the cattle without doing so.

54282 Mr. Serles.—They may have selected you for a test case. What corrections do you first essential in the previous evidence?—In the cross-examination of Mr. George Stevenson, Commissioner of Public Works, a very erroneous and misleading impression has been conveyed. The statement was made (not by Mr. Stevenson) that the rolling stock and the permanent way of the Clare Railway had got into a very deplorable condition. Mr. Stevenson could hardly have been speaking of his own knowledge, as nothing can be further from the real facts. The exceptional expenditure on these lines has been incurred for betterments, renewals, and repairs of rolling stock, and providing increased facilities. Full details and explanations of which expenditure I have given on pages 6 to 10 of my Notes of Evidence. I only want to correct that point, because the exceptional expenditure was only on repairs; it was trifling compared with the cost of the increases. This expenditure has been incurred to enable the company to keep pace with the growing traffic, and to overcome the difficulties inseparable in such cases. I have given you a list of the rolling stock. As regards the general points, perhaps I may summarise.

Within the last 12 months we have laid two miles of permanent way with 74 lb rails (which are 50 per cent. heavier than the original rails), and, of course, new sleepers and fastenings, and chairs or sole-plates, prior to and during the last two years. The entire 53 miles of line have been strengthened by the addition of sole-plates (eight to each pair of rails) prior to and during the last two years. Prior to last year  $1\frac{1}{2}$  miles have been relaid. None of the other light railways have done this to the same extent. Five large sidings have been constructed; two extra stations, and one flag-station have been provided. Numerous station improvements, such as platform verandahs, new water supplies, etc.; one fitting-shop, with boiler, engines and machinery, has been erected. All these have been charged to the permanent way, although they are very remotely connected with it. If these details are not sufficient to dispose of the idea that the rolling stock and permanent way of these companies are in "a deplorable" condition, I am directed by my board to say that if the Commissioners will give them the opportunity they will be very pleased to place a special train, constructed in our own workshops at Kinsale, at their disposal, and take them over the entire system, show them the workshops and other works upon which the expenditure has been made, and place every facility at their disposal to enable them to form their own opinion as to the justification for this and many other statements.

54283 Mr. Serles.—It appears to be obvious, when you consider the number of years you went on without

fitting and repairing shops, and when you did provide them, the stock must have got down into a low condition?—That is so. I suppose I need hardly, here, dwell upon the advantage of doing work at home. Personally, I would like as much work done in the district as possible. But here is a summary of the men employed and wages we pay. I will give you the number in a few minutes, but there are well over 70.

54284 Employed in the fitting and repairing shops?—In the department.

54285 You have already given the cost of transhipment. Will you pass to the benefits to Clare resulting from the railways?—You recognise how the cost of transhipment is arrived at; it is perfectly plain. It is done by the Clearing House, and I do not think there is any question of its being correct.

54286 Mr. Ansell.—I think what you said before lunch has got wrong on the notes. I think you said that the cost was 12d. per ton?—Yes.

54287 The fact, I gather from your more detailed statement, is that it is 12d. per ton to you, and 12d. to the Great Southern?—I think so. I was dealing with the cost to us.

54288 We had better get that point straight?—In the evidence given before the Allport Commission I see that some witnesses stated that you would require twenty miles carriage to recoup the cost of transhipping one ton of stuff. That it is hardly necessary to deny; it would be nearer to one mile.

54289 That was the old allowance in the pre-Adams days?—I do not know how it got into the Report of the Allport Commission.

54290 Your 3d. per ton would not cover any considerable proportion of high-class merchandise?—I think everything that is transhipped as the best class.

54291 But supposing 19 or 20 tons of post or coal were carried?—None of that is transhipped. Anything transhipped is in the nature of furniture, shop goods, and those kind of things.

54292 Surely you told us the stone went off the line?—I said little or none by rail; a large quantity goes by water.

54293 Do you suggest this 3d. per ton covers the traffic of which the bulk is merchandise?—Certainly, the bulk of it is that.

54294 Mr. Serles.—There must have been some data for the calculation that you should allow twenty miles' freight to cover the cost of transhipment?—I do not know what it was; I know the statement appears.

54295 Mr. Ansell.—I see the statement in the Allport report is that when the Midland and Great Western exchanged at Gloucester, that was the agreement between the companies. I think you will find that is where it comes from?—Perhaps so, I cannot trace its origin. Now, in question 534, Mr. Stevenson stated that no stops had been taken to hand over those railways to the Great Southern and Western Railway. Is that his view in error. Stops have been taken. The County Council instituted legal proceedings against the Great Southern and Western Railway to compel them to take the Clare lines over; but the action has fallen through, as I understand they were advised that they could not succeed in it. The West and South Clare Companies were approached, and stated their willingness to acquiesce in any suitable arrangement that might be made for the acquisition of those companies. No economy, however, would be effected by that being done.

54296 Mr. Serles.—I should like to ask a few questions on this subject. As I understand, the Great Southern Company, in consideration of support of the amalgamation by the County Clare, agreed that they would promote a bill to take over the lines if they could obtain the consent of the Clare directors?—I do not know. I have heard that stated. I really do not know it myself.

54297 I suppose you are aware of the correspondence that passed?—I am aware of a letter being sent to, I think, the County Council, saying that as long as the interests of our shareholders were protected that this company would have no objection. That is all I am aware of. I am also aware that proceedings were instituted and fell through, because I believe they had no case, although they stated, or it got abroad, that there was this guarantee; but really, as a matter of fact, there was no guarantee.

Dec 10, 1904.

Mr. W.  
Barrington,  
8, 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Dec 10, 1896.

Mr. M.  
Barrington,  
a member of  
the  
Engineer,  
West  
and South  
Clare  
Railways

The suggested  
transfer of the  
Clare line to  
the Great Southern  
and Western  
Company.

Declaration of  
that Company  
that they were  
prepared and  
desire to take  
over the same.

No economy  
anticipated by  
the transfer.

Question as  
to the  
development  
of the help  
and  
traffic.

The Company  
not responsible  
for the  
non-develop-  
ment of the  
help industry.

Price of help  
and tonnage  
carried  
separately.

54298. One of the documents relied on was a declaration that the Great Southern Company was prepared and desired to take over the Clare lines. You remember that?—I do not remember myself.

54299. You may take it that such has been put in evidence. There was a document declaring that the Great Southern Company "were prepared and desired" to take over the West Clare lines. The inference drawn from that was that they would make an offer—the parties who were prepared and who desired to take over the lines were expected to make an offer. It appears from the correspondence that what the Great Southern Company did was to write to the Clare directors to ask them on what terms they were prepared to consider the matter, and the Clare directors, I understand, replied, putting aside the suggestion that they should state terms, and asking the Great Southern Company what terms they were prepared to offer?—It seems a logical thing to do; I do not know whether it was done or not.

54300. I am submitting that the people who said they were prepared and that they desired to take over the lines had the cards laid upon them to make the offer. Can you say from your acquaintance with the subject whether any specific offer was then or since made by them?—I cannot say; I do not know.

54301. Will you proceed to the next point?—My idea is that no economy would be effected by this being done. In fact, the reverse is proved by these statistics of the cost of working these light railways, and the cost of working the Irish light railways, generally averages is 2d less than the standard lines per train mile. We have gone into that. I do not want to try and force my views down anybody else's throat. I hold the other opinion once and found reason to change it, and I believe, like most people who change their views, that the views I now hold are correct, and I am absolutely certain that the figures I have given you since lunch put that beyond doubt.

54302. Another view appears to be that any increase in cost would be more than counterbalanced by development of traffic when the lines form part of a larger system?—That I do not believe, and I will tell you why, because I think that a small Company like the West Clare, where everybody, the directors and all, are living along the place, and know all about it (I mean the local directors and the manager who live down there), these returns out of that wretchedly poor district show that every penny of traffic that could be extracted is extracted, and as for the boggy, that changing from one carriage to another will prevent train loads of people going down from Dublin, I do not believe it for a second.

54303. As to the specific traffic that has been mentioned, the traffic in help and turf, it might be suggested that that development is scarcely so large as might be expected after so many years?—We are not responsible for that. I think that the fact as regards help is this: that the price that the people offered for help was gradually reduced to a price that it did not pay the people to collect and burn it. I know it as a fact, and I know the reason. They might get any amount of help, and we would carry it for them.

54304. What is the price of help per ton? It has run as high as £8 per ton. I have heard of them getting £4. That is not where the evil comes in. Some clever fellow is appointed to buy this help, and he says, "I buy it on specification; there is such and such a class I will give so much for, and there is such and such a class I will give a low price for, and I will buy it on analysis." The country people do not believe he ever analyses; the result is they never get more than the lowest price. Whether he has got more than that I am not prepared to say, but the current impression is that that sort of thing goes on. I am not going against any one individual, because there are lots of people who buy help.

54305. Can help be produced all along that coast?—Any amount of it.

54306. Why is it there is only one exporter?—There are more than one.

54307. I gather from your abstract that the help carried on the railway in a year was 838 tons, and that the whole quantity was exported by Mr. Carroll?—That is so. Mr. Carroll is the agent of the largest consumers of help in Scotland, and therefore

he buys the bulk of it, but at the time I speak of, there were a great many buyers besides Mr. Carroll. I have heard the price has come down because it is in competition with Japanese help, but I do not know the truth of that. The price has come down and to my mind, the fall in price is the real explanation of the fall of the production.

54308. Mr. Ascroft?—I want to get a little more on the question of the narrow gauge. I have taken up the Allport Report and I see I am correct, that what they state is that an allowance of 20 miles was given between the Great Western and the Midland at Gloucester. That was an arrangement. In this report they say this:—We have seen that on the Great Western Railway an allowance of 20 miles was made in respect of transshipment. Although the cost may be less in Ireland, it must be an important consideration. You evidence is that it is 3d, and that is certainly nothing near 20 miles?—That is so, it is one mile.

54309. Mr. Ascroft?—No; your average rate is not 3d. We would point out, this is not merely the money cost for handling so many tons of goods per annum, but it affects the question whether important railways with a broader gauge can secure their proper share of through traffic. Some through traffic may, no doubt, be secured, but if the consignees of traffic from a town some ten or fifteen miles distant from the main line of railway leave his goods or cattle will have to be transhipped from so short a distance from the point of departure, he will probably be prepared to carry his goods or cattle to the main line station. The evidence on this point is remarkable, because we have a dealer saying that he would prefer to carry cattle 20 miles rather than face the dangers and difficulties of transshipment and many other consequences. Hence railway managers have had stress on the subject. The same remark applies with still greater force to fish traffic. There speed of traffic is of great importance, and damage to fish and loss of ice in transshipment has been proved most detrimental. What do you say to that?—No doubt there is something to be said in favour of it. I think the somewhat really transhipped is so small that it is practically not worthy of consideration in connection with the savings effected.

54310. Supposing you were losing a good deal of traffic because it is walked or driven to Kinsale rather than put on to your line for a short system, you have to write off against your economies that you claim the lower profit you get by not getting traffic?—Yes, but I know that is not the case. I see cattle even going into the fairs in the wagons.

54311. From what distance?—I have seen them coming in from Donnegal to Milltown; that would be about 12 miles.

54312. There is no disadvantage of transshipment?—No.

54313. Have you ever seen cattle loaded up within 20 miles of Kinsale coming in there?—Yes.

54314. How many miles?—Eight.

54315. Then you think that statement about walking 10 or 15 miles is exaggerated?—I think so. I do not think there is any objection, from what I have seen, in the cattle transshipment. The cattle transship themselves. One wagon comes up and the other comes up there within a few yards. The two doors are opened, a fellow pokes the animal with his stick, and it goes from one to the other.

54316. But you have the fact that the drovers dislike it?—You have the fact that the drovers dislike it.

54317. Do you think that the drover's dislike is unreasonable?—I do not think any man's dislike is unreasonable to work which he could avoid.

54318. You do not think there is much ground?—No.

54319. You do not think it blocks the traffic?—I do not think so. Many drovers have told me they rather preferred it, because, as Mr. Neale said, the principal damage done to cattle was where the cattle got down from the wagon. The transshipment prevents them doing it.

54320. Mr. Ascroft?—Take another point which the Committee lay stress upon. You have already discussed whether you need so much rolling stock. There is a considerable quantity of stock at Limerick?—Yes, there is.

5420 I take it, supposing the Great Southern  
 owned that line from Killeen there would be no  
 necessity for repairing shops 1—No.

54331. All that has to be taken into account—  
There would be a necessity for the engine repairing  
shop.

5422. How far is Ennis from Limerick?—It is nearly 26 miles.

54383. You do not suggest that the Great Southern would keep two repairing shops 20 miles of one another?—It would be more in the nature of a running repair shop on a branch line like that!—I think they would; they have another at Taun, which is only a little further on.

54253. Mr. Stanton.—It has been stated in evidence that cattle are driven from the fair of Easingwoss, and fairs even further west, all the way to Gork, in order to avoid the trouble of transhumance! Not to avoid the trouble of transhumance; they are generally driven because of the lack of wagons.

54325. Not for the other reason?—We never could carry the number of wagons we wanted, because we had not got them, owing to the regulations of the Board of Agriculture.

94326 The evidence to which I refer did not put it on that ground?—I do not think, with all respect, that that evidence can be correct. I know that in the far of Erematymon if we got that man's cattle we should leave others.

54327. Mr. Swerth—If you had the broad gauge there would be no difficulty in having the wagons that is quite so. The manager states that no complaint has been received from the cattle dealers since the addition of 10 wagons was made to the rolling stock last year. Mr. Joyce, the man referred to, always drives his cattle to Gort, even when in Leno, where there is an ample supply of wagons on the broad gauge lines, so that his driving them from Ennisgreen is not due to want of wagons, or to trackiness, nor to the narrow gauge.

30325. Mr. Norton.—At any rate, you say there has been an addition made to the wagons?—Oh, yes, we are building all the time. I do not know if in my proof I stated the net effect of our building; in case I did not I would like to mention it.

5420 What you say about the addition of ten wagons tends to show that the difficulty was rather due to want of wagons than to transshipment.—I think that is it. It stands to reason that if we had more cattle than we were able to supply wagons for, and we gave one man a wagon, we would have to leave the other people's cattle behind; it is as broad as it is long.

5430. The point is, that the difficulty arises, you say, from want of wagons, and not from the necessity of transshipment?—That is so. So the manager bears no cost.

94331. What do you say as to the benefit to Clare resulting from the railway?—I do not know whether I doubt with this. I am afraid I must have omitted it. As to the cost of the work we do in the workshops. A lot of people, I see, have been writing letters to the papers, and I do not know whether they have given evidence before the Commission or not. To rebut what is said, and I am sure I am speaking in the presence of gentlemen who know the cost of these sorts of things, our covered goods wagons cost us about £250. They are all built of native oak, and generally floored with poplar, to resist the dinging and the battering; it is about the best material we could have. We have been building wagons with better roofs and head lights in them. Those are in the first class; they seat four more passengers than the old carriages, and they cost 43 per cent. less. The net cost of these carriages finished complete is about £270 each. The lowest price we used to get them for before was more nearly double that.

54389. Mr. Saxton.—When you bought them?—We bought them from the manufacturer.

54333. Since you have got the rolling stock made in your own workshops, has the cost been 43 per cent. less than when you bought it in England?—Yes, and it enables us to keep 73 men in employment in a little place like Erasm.

84354. Including the cost of new wheels and axles?  
=Y<sub>20</sub>

64335 Now, as to the benefit to Clare, unless you wish to add anything to the other sections?—I want to call special attention to the fact that

we are able to do this work, which is undoubtedly of great advantage to the country. We teach the boys trades which they otherwise could not get the opportunity of learning. It keeps them at home and educates them. In addition to that, it effects economy on the roads.

54336. You say that is one of the benefits rendered possible by the increased expenditures.—That is so.

54337. *Lord Purvis*.—What price are the carriages?  
—4070.

54330 Mr. Sexton.—Does that include the interest on the plant that you have got on the building, or merely wages and material?—No, it includes the repairs, wages and material, and the repairs of the machinery.

56329 It does not include taxes on the building. As regards taxes on buildings, it is not so much, because there is a provision in the Irish Tramways Act that when you construct anything like this on land required for the purposes of a light railway the valuation cannot be increased, therefore we are only paying the original valuation for a certain number of years. One of the primary duties of County Councils in Ireland is to establish and maintain means of communication by roads, highways, piers, and harbours or railways. The County of Clare expenditure, I think, in some localities more than £d in the £ on harbour charges. I know that it does; the returns will show it. Some of the public roads are capable of carrying a tribe of the traffic carried by the railway, yet some of the roads cost the county £160 per mile per annum. The Clare railways cost the county £114 per mile per annum. The county, however, reaps many further direct advantages from the railways. The County Surveyor has reported that the net saving in road maintenance, owing to the traffic taken from them by the railway, amounts to £1,300 per annum. Some of the witnesses of the County Council have drawn comparisons unfavourable to these comparisons between the administration of the Clavin and Leitrim and the Clare railways. The facts, however, are that the net cost of the Clavin and Leitrim to the guaranteeing counties is £116 per mile per annum, or £8 more than the Clare.

14380. They both entail heavy taxes<sup>2</sup>—But still not so much as public roads do, and public roads will not carry anything like the same amount of traffic.

143431. The public road is free to all, and has to be maintained. The case of a railway which charges rates and fares is somewhat different:—The company have expended in wages and other local payments in the county (on the average of the last five years), £10,000 per annum, or more than double the amount the county have been called upon to pay on foot of the railway.

54382 These are interesting facts; but I think you would hardly say that the payment of a certain sum in wages is a fact to be considered on the same plane as a tax of the same amount imposed on the public?—No, I do not. I am only trying to point out the reality of the question of the position of the ratepayer. I would like to get out of the taxes if I could shift them on to the shoulders of the Treasury or the Great Southern and Western, or anybody else. I should be delighted to do it. But the question I am trying to direct attention to is whether that is fair or not, or whether the people who receive the advantages should pay for them.

84343. Railways are expected to pay their way, to pay the interest on their capital?—They used to.

54344. You have shown to-day that in Germany and Belgium the light railways make a considerable profit. The people in those countries are sensible of the benefits of the railway, but they object to the tax. The main question is, how can it be met? The railway in China have to pay the bulk of the cost of constructing the lines, and so they bear that responsibility they should also have the power to take over the direction of the lines. I have seen many good reasons why they should not have it—I do not think they do wish it.

54343. Have they not petitioned?—Some of their representatives have.

14346. The County Council?—Yes; but I doubt very strongly if it were put to a plebiscite of the County of Clare they would carry it; in fact, I am absolutely certain they would not.

54347. Suppose we assume that the county, its opinion being constitutionally ascertained in the act.

Dec 10 1998

Mr. W.  
Harrington,  
M INCH M,  
Engineer,  
West  
and South  
Ulm  
Madison.

The benefits resulting to the community from the Cherokeel Dam are:

Boys taught  
tricks in the  
cubway works

The question  
of light  
Railway  
excavation.

The valuation of land cannot be increased on account of improvements.

A primary duty of Irish Consulate to establish and maintain records of emigration.

The amounts expended by the County Clerk on harbor charges, roads, &c.

Amount expended in wages and other local payments in the county by the Clare town.

The Germans and Belgian light railways make a considerable profit. The Chinese people accessible to the benefits of the railway.

But they object to pay the tax. Questions of the knees being taken over by the county.

Dec 19, 1886.

Mr W.  
Barrington,  
a.m.s.s.,  
Birmingham,  
West  
and South  
Clare  
Railways.

Question of  
the line being  
taken over by  
the county.

The  
shareholders  
absolutely  
secured in my  
view.

The county  
responsible for  
the whole of  
the dividend.

The proposal  
to transfer  
would require  
very careful  
consideration.

The suggestion  
that interest  
of the public  
would suffer  
from the line  
being  
properly.

The improve-  
ment in certain  
lines since they  
passed into the  
hands of the  
county.

nary way, does wish to take over the controlling powers, so it has the financial responsibilities, do you see any good and sufficient reason why this demand should be refused?—Except that the people's interest must be fully protected who originally found the money to do it.

54343 Certainly!—It is like people who pay on a mortgage; let them take their property.

54344 The people of the county think they could secure better results; they may be right or wrong?—Same do.

54345 The shareholders are absolutely secured in any event. The county would be responsible for the whole of the dividend?—I should be very sorry to be a shareholder if it were handed over without special provisions for my protection.

54346 You do not think the security of the county rates is good?—I do, provided I have the security. I do not know that I would if the line was handed over without some security. Subject to security I see no objection.

54347 I quite follow. Everyone would admit that those who invest their money in the line are entitled to the most absolute security in all contingencies. That condition being satisfied, by negotiation or otherwise, you admit that the claim of the county under the financial conditions is one that should be granted?—Should be considered, at all events. I doubt if it is the claim of the county.

54348 Assume it to be?—Why should I assume something I absolutely know not to be the case.

54349 For the purpose of getting an answer to my question, you may take it upon that assumption; that the county, being responsible for the bulk of the cost of constructing the line, desires to take over the direction. Is there any reason that would prevent for refusing that?—I do not think there is. But I think it is a matter which would require very careful consideration and very careful adjustment. I do not think it is a question that I or anybody else could answer offhand, and say that is a solution of the difficulty, because it is not a solution. I would like to guard my position and everybody's position.

54350 You want the capital to be secured?—I want more than that; I want the security that the line be properly worked.

54351 If they fail to work the line properly or at all they would be liable for any loss resulting?—That is not an answer to the people who want to use the line.

54352 Is it not a penalty that in itself affords a very large assurance that the interest of the public themselves would oblige them to work the line properly?—I do not think it is, because every day where I see things drifting into the hands of the municipalities I see no worse management than comes under municipalities. Once a man gets a job in a municipality he thinks he is provided for life, and does not care whether the work is done properly or not. As a rule, it is not; that is my own personal view as a result of experience; therefore, the rates inevitably go up.

54353 In the two cases where light railways have passed into the hands of committees of management, the Tralee and Dingle and Schell and Skibbereen, the condition of things has rather improved since the County Commissions took up the management?—You must discuss the thing on its own merits. It depends upon what those conditions were. I believe that Dingle is not in the worst condition at present which you referred to. If you look up the particulars I do not think it is quite the same as it was a few months ago.

54354 Do you think, as a man of business and a man of the world, that the control of an undertaking such as a railway, and the financial responsibility for it can be permanently secured with satisfactory results?—That altogether depends on what the financial responsibility is to be. I take it that the people who take the responsibility are the people who found the money; not the people who give the guarantee that they will pay so much for it.

54355 I think the real responsibility is with those who have to bear the actual charge paid to those who provided the capital?—I would like to be quite sure that I have my capital safe as a ratepayer. I should like to be quite sure that I should have the

thing properly worked, and I doubt whether any municipality, in Clare especially, will ever work any concern as well as those who have a certain interest in doing it.

54356 So far as concerns the security of capital, so long as you have a charge on the rates securing the perpetual dividend, your capital is absolutely safe?—But there is no security on the rates?

54357 What is the capital unsecured?—I forget, I think the unsecured capital is something like £30,000.

54358 You have £233,000 secured on the rates?—I think our total capital is £100,000.

54359 Is there £60,000 not secured?—Not so much.

54360 Mr. Kennedy, Secretary, West Clare Railway Company—£30,000.

54361 Mr. Serle.—I think that would be a matter of arrangement?—We want to make it pay if we can, and we have very considerable interest in doing it. I submit we have more interest in making it pay than an average County Councillor would have in working it for the benefit of the rates. In the first place, he would be undertaking business which he knows nothing about.

54362 You must treat the County of Clare as a community. You can hardly expect the County of Clare to go on being satisfied paying several thousands of pounds without having any real power. They have real power.

54363 They have a minority?—They have a number of directors. Majority or minority, the advantage or disadvantage only arises where there is a contest of strength. I have never known a contest of strength. I have been associated from the beginning, and I have never known a division on the Board.

54364 Possibly. But the complaint of the witnesses is that the power rests with the majority, that the minority have no means of control?—A great many of the witnesses were talking about something they had no experience of.

54365 This is a very plain thing—that where the majority are in power they will always carry their point?—The majority, theoretically, have the power, but the majority I have never known exercise it, and I have experience of it. There is no majority in the South Clare line, the Secretary reminds me.

54366 There is the casting vote of the Chairman?—Yes, supposing there is a tie. There never has been a tie.

54367 If there were a tie he would decide it by his casting vote. A majority of one vote is as good as 100 for all practical purposes?—As a rule, county directors vote just as it seems right to them on the question under discussion; and I have never yet known, on any vital question, any difference of opinion raised.

54368 It may happen from time to time. The essential point is—who has the power to determine in his own way whatever he pleases?—At all events, that was the power given under the Act under which the capital was raised. That was the Act of 1863 passed by the late Mr. Gladstone. He provided certain safeguards for the people who paid the rates, and he also provided safeguards for the people who provided the money. That bargain was made, and my impression is that it ought to stand.

54369 You state correctly the effect of the existing law. But this Commission is intended to consider, and, if necessary, to suggest amendments to that law?—You are taking me my impression. I have just given it.

54370 You state the effect of the existing law?—I have no expectation of my opinion being generally accepted by anyone, but it is my opinion, for what it is worth.

54371 Now, I want to ask you a question about the petition of the County Council. We understood that the Irish Government have suspended action, pending the result of this Commission?—I believe so.

54372 Did the county petition on the ground that they had for two successive years contributed to the working expenses?—I think it is three years. I am only speaking from memory.

54373 Was it admitted that that state of things existed with regard to the West Clare?—No.

54374 In connection with either line?—It had in connection with the South, I think; but I must not be taken as admitting it.

54375 I want to get the facts, simply?—It had not arisen on the West.



54382. Did the question of the division of years into half years affect the matter?—No.

54383. It has been suggested that it might have been shown that there was a deficiency in two successive years, but not in four successive half years. Did that arise?—That is a legal question.

54384. You cannot say whether that had any bearing on the legal aspect of the case?—I cannot tell you; I am afraid I am not competent to advise them on that.

54385. Now, will you proceed?—I should say, seeing there has been a profit on the whole since the line was opened, I do not think it will arise, as I have shown to-day that there was a profit of £24,161 on the whole. I do not see how it could have arisen—that is including two lines, one of which is had and the other good.

54386. It might arise in this way—these may have been a contribution by the county to the working expenses in the case of either or both lines for two successive years. That is, on each year taken as a whole there might be a contribution. But if you regard the two years as half years there might be four half years in one of which there was a surplus?—I do not think it ever came to such a close question as that, and I think it is three years, not two.

54387. I was given to understand that the division of the two years in a certain way into four half years introduced complication into the case?—That may be; I cannot tell you; I think not.

54388. What remains that you wish to say?—The amount of the county's contribution has been a little overestimated. The total average cost of the two railways (West and South)—and I think this will answer the question you were asking me before—to the county from the dates of the opening of both lines, has been £6,288 per annum; less by £1,660 which they have received back under the Local Government Act, leaving their net contribution £4,628 per annum. It will be seen, therefore, that the county receives back directly, in wages, etc., expended in it, more than twice the total amount it is called upon to pay; and, if the saving in road maintenance (as estimated by their own County Surveyor) is further credited, to offset what the amount paid directly to their local rate, county cess and poor rate, their actual contribution will be considerably under £4,000 a year, or having half the amount at which I heard it placed by some of the witnesses.

54389. Taking into account the payment from the Local Taxation account, that is half the excess over 6d. in the pound?—Yes, on an average, and taking into account the amounts we ourselves pay back to the ratepayers—although we do not pay as heavily as an ordinary line would. The indirect profits derived by the county from these railways does not, however, end here. There is the money saved to the people on the cost of carriage of the commodities used by them; and the direct gain from tourists, golfers, and others who, but for the railway, would be likely to ignore the claims of Clare. The number of passengers carried by the West Clare in the first year it was opened was 80,271, while last year they were 126,192. The number carried by the South Clare was 73,341, while last year it was 96,123. An increase, in the face of a declining population, of over 66 per cent. in the first case, and 29 per cent. in the latter. The actual decrease of population in Clare in the period referred to has been 20½ per cent., or considerably more than the average of the western Irish counties. It is clear, therefore, that this increase in the number of passengers must have largely occurred from outside the county; and we know that a large percentage of it has been tourists brought in by the railway.

54390. In the case of a population which has just obtained the facility of a railway the growth of railway travelling would be more rapid than in the case of a railway long established?—Yes, but this line has been running twenty years. If we assume that only half the increase on the West Clare alone of 54,879 were tourists, and, as no visitor can leave the county without some expenditure, which would certainly average not less than from £1 to £5 each, according to their stay; and as most of the money must find its way, through one channel or another, into the pockets of ratepayers—farmers, for milk, butter and eggs; butchers, for meat; shopkeepers, bootkeepers, card-makers, fishermen, etc., the Commissioners can form their own estimate of the large amount of money which must be brought into circulation in the county from these 27,000 tourists, golfers, and other visitors. I have ascertained from one golfers' hotel alone that they accommodated over 7,000 day visitors per annum. 41,121 head of live stock were carried last year, 38,549 tons of goods, and 42,321 firkins of butter. And if the better prices obtained from the saving in the cost of carriage amounted to, on an average, 1s. each beast, ten or twelve (which is manifestly too low an estimate), nearly £6,000 has been gained by the county under this one head. The fishing industry has been largely developed, and the number of boats engaged in this industry has more than doubled. At Seafield and Quilty there are now 33 boats fishing, as against ten when the railway was opened. The reason is obvious, as prior to the establishment of the railways there were no means of distribution of the fish, which usually arrived in shacks, as there were not sufficient appliances available for carting them to market. Usually, close on £5,000 is paid by the large fish buyers to the fishermen for fish despatched from the nearest railway station, so that the fishermen alone receive more than is paid by the county in guarantee. Last year was not a good year for fish; but 4,381 cwt. were despatched, and a lot of this is salmon, which is a high-priced fish. Last year 1,156 wagons of turf were carried by the railway from the bogs near Moyrath, and in 1906 the number of wagons was 1,670. This is an entirely new industry introduced by the railway, as, prior to its construction, turf could not be sent and sold at a profit in Ennis, at the other end of the line. It was at first sold at 24s., and since then it has gone up to 32s. a wagon, though I have not been able to trace that much of this increase has gone into the pocket of the producer's pocket. £1,590 was gained to this district from this industry, which, but for the railways, could not have been developed. The people who cut and sell this turf are some of the poorest in Clare, and would probably be in receipt of outdoor relief were it not for this traffic. The railway could not have been built without the guarantee, and if the ratepayers of Clare were asked to-day whether they could have the railway closed, and be relieved of their guarantee, I believe there would be a unanimous opinion in favour of keeping the railway open, even though it involved the continuance of the guarantee.

54391. The results which you describe are those which usually follow on the construction of a railway?—Quite so; they are only brought home to this particular case, which could not have been established without a guarantee.

Mr. Seaton.—The question appears to be, not whether they would rather close the railway than pay the tax, but whether the railway could be so carried on as to obviate the tax.

Dec. 10, 1906.

Mr. W. Harrington,  
a member of  
the County Council,  
West and South  
Clare  
Railways.

The benefit to  
the county  
from the  
development of  
tourist traffic.

Amount of  
live stock,  
goods, and  
butter traffic  
carried during  
1907.

Development  
of the fishing  
industry.

Volume of  
the turf  
traffic.

An entirely  
new industry  
produced by  
the railway.

The line  
could not  
have been  
constructed  
without the  
guarantee.  
Question of  
obviating  
taxation by  
improved  
working.

The Commission adjourned till the following morning at 11 o'clock.

## NINETY-FIRST PUBLIC SITTING, FRIDAY, DECEMBER 11TH, 1908.

In Westminster Palace Hotel, London, S.W.

Commissioners presents—Sir CHARLES SCOTTER, BART (Chairman); Right Hon. LORD FERRIS, P.C., &c.; Sir HERBERT JESKILL, K.C.M.G.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH, and Mr. JOHN AUDLEY FREDERICK ARPINALL.

Mr. GEORGE E. SHANAHAN (Secretary).

Dec. 11, 1908

Arrangements for the first public sitting.

Chairman.—I have to announce that the Commission have decided that the next public sittings will commence in Dublin, on Tuesday, the 26th of January, and will be continued throughout the week, for the whole of the week if necessary. We anticipate that there will be the last public sittings of the Commission. The Commission also desire that Mr. Tallow should attend on Tuesday, the 26th of January, and finish the evidence that he has to submit. The arrangements for other witnesses will be announced when we meet, but we will begin with Mr. Tallow. With regard to Mr. Balfour Browne, we are quite willing to meet his convenience.

Mr. Croker Harrington, Solicitor.—It will suit his convenience if it will suit you to hear him then.

Chairman.—Do you mean to say that you would rather that Mr. Balfour Browne made his speech before we continued the evidence?

Mr. Croker Harrington, Solicitor.—I understand you to say that the next would be your last meeting, and you would sit the whole week, and the railway companies have no further evidence, except a short hearing of Mr. Tallow. I presume you won't go into new evidence.

Chairman.—We have decided upon certain witnesses to follow Mr. Tallow.

Mr. Croker Harrington, Solicitor.—I don't like to ask questions, but if you are not likely to take the whole week Mr. Balfour Browne cannot take very long. Friday and part of Saturday, I think, will be enough.

Chairman.—Friday will suit Mr. Balfour Browne! Mr. Croker Harrington, Solicitor.—I should think that and a little bit of Saturday.

Chairman.—That day will suit us as far as I am at present aware.

Sir STANLEY HARRINGTON, Chairman, Cork, Blackrock, and Passage Railway Company, examined by the CHAIRMAN.

Sir Stanley Harrington, Chairman, Cork, Blackrock and Passage Railway Company. Length of line and cost of opening. The steamer service provided by the company.

54391. I think you are chairman of the Cork, Blackrock and Passage Railway?—Yes.

54392. Where does that railway run?—It runs from Cork to Crosshaven, a distance of 16 miles; and in addition, it has a service of steamers that ply from one of the intermediate stations, called Monkstown, a distance of eight miles from Cork, to various piers in Cork Harbour, including Queenstown and Haulbowline, where there is a naval dockyard, and, finally, to a place called Aghada.

54393. Do those steamers carry both goods and passengers?—We have two steamers for passengers alone, and two for goods. The latter are sometimes made available for passengers.

54394. When was the railway opened?—The railway was opened from Cork to Passage, a distance of six miles, in 1850.

54395. What is the gauge?—It was then a broad gauge line, the usual Irish gauge, and I believe sufficient lands were taken to make a double track afterwards, if found necessary.

54396. It was never found necessary?—It was not found necessary. At that time the steamers used to meet the railway at Passage, and ply from that down the river to the various places I speak of. Perhaps I should mention in connection with the steamers that we ran in the summer time steamers from the very centre of Cork, at very low rates, for excursions every day of the week, and on Sundays also, and people in that way got a charming trip at a very low price.

54397. The railway, you say, was opened in 1850, with a 5 ft 3 in gauge, and up to 1856 only ran as far as Passage?—Yes.

54398. What was done in 1856?—In 1856 it was thought advisable, in fact necessary, to extend the line to this seaside place called Crosshaven.

54399. What is the distance?—Ten miles extra from Passage to Crosshaven, making a total length of 16 miles. One of the reasons it was thought necessary was that the people became less inclined to travel by the steamers. Another was that the steamer service was frequently interrupted by fog, etc., and a third reason, a substantial one, was that we found the maintenance of the boats expensive, and one of the objects was to reduce their number, which has been done.

54400. What was the gauge of that railway from Passage to Crosshaven?—The gauge of the old line was changed in 1856. The new extension was projected on the 3 feet gauge, and, of course, it then became necessary to change the gauge of the small old bit from Cork to Passage.

54401. That is six miles?—Yes. Perhaps, I should mention the reasons inducing the company to change, because, perhaps, it is a debatable question. One of the reasons, perhaps the principal reason, was that the engineers at the time estimated that if the extension had to be made on the same gauge as the old line, it would cost £25,000 extra, and the company did not think they could face that additional expenditure. Another idea was that the Cork and Muskerry Railway, which goes from another part of Cork, with the same 3 feet gauge, might possibly be some day linked up with us.

54402. What is the length of the Cork and Muskerry line?—Eighteen miles to Coachford.

54403. That was a 3 feet gauge?—Yes.

54404. You thought, on the whole, it was better to alter the old 5½ miles so as to have the whole of the railway on the same gauge?—Yes.

54405. Did you find that cheaper than extending your railway on the broad gauge?—Yes. So we were advised anyway.

54406. Mr. Arpinall—You mean by that that it has not turned out to be cheaper?—If it were done at the time I doubt if it would have been very much more expensive, but I am speaking now in the light of after events.

54407. Chairman.—At any rate, you found, the score of us, that the cost was considerably more than the estimate?—Very much more.

54408. Therefore you got into financial difficulties?—We got into serious financial difficulties owing to the estimates for the extension having to be greatly exceeded.

54409. The upset was you could not purchase rolling stock?—After the contract had been entered into, and carried out to a certain extent, there were heavy awards made against the company on behalf of the contractors, and our available money became exhausted. The contractor refused to go on, and the

Extension of the line in 1856.

Enabled the company to reduce the steamer service.

company was in an extremely awkward position, because the old rolling stock was in a bad condition. It was absolutely necessary to provide new rolling stock, and though we had entered into a contract with builders for the whole of the rolling stock, they were not inclined to deliver, but subsequently they were able to make arrangements with the company, by which a certain number of carriages were provided on the hire purchase system. That represented some 28,000 worth of rolling stock.

54433. What was the annual charge on the railway for it?—The annual charge was originally about £600 a year. It was subsequently reduced, and now it is a little over £500 a year. In May, 1903, the whole of the hire purchase for that portion of our rolling stock, which consisted of twelve carriages, will have been paid off, so we shall then have a sum of £600 more available for revenue purposes.

54434. You get seriously embarrassed financially. Did you take any steps to apply to any public body?—Perhaps I might mention that at the time I was not chairman, although I was on the board, and when the company got into financial embarrassment the chairman was a very old gentleman, and was not able to take up any active work in connection with it. It became necessary to appoint a new chairman; there was not much competition for the position, I need hardly say. Having been connected with the undertaking, I considered there was a public duty devolving on me to get it through somehow. With our manager, I visited a number of financial firms on this side with a view of getting an advance of money, but though we proposed to offer them security, which we considered ample, they did not care to look at the thing, and the result was that we failed to get any help in that way.

54435. Having failed to get private individuals to finance it, did you approach any government body?—Yes. We then approached the Irish Board of Works. I would like to take this opportunity of saying, that from the very start, when we put our case before them, they treated us in the most sympathetic manner possible. They gave us every help they possibly could, and the result was they advanced us a loan of £55,000 at 4 per cent. interest. The only complaint I have to make against the Board of Works is, they charged, I think, too high a rate of interest.

54436. You think it ought to have been 3 per cent. instead of 4?—We think that 3 per cent. would have been quite ample interest, especially at that time when money was extremely cheap.

54437. When was the time?—About 1902.

54438. Was that the year they advanced the money?—Yes. They agreed to advance the money in 1902.

54439. Mr. Sexton.—When did they advance it?—The first instalment was paid in 1901.

54440. Chairman.—At any rate they advanced you £55,000 at 4 per cent. interest, and secured them selves by a first mortgage on the whole of the undertaking?—A first charge on the whole undertaking.

54441. What was the arrangement with regard to repaying the principal?—The arrangement was 2 per cent. of the amount was to be repaid at the end of the fifth year, 3 per cent. at the end of the sixth year, and 5 per cent. every succeeding year until the loan was paid back. In the fifth year we found we were not in a position to repay this instalment.

54442. Then, I suppose, you had to go to Parliament for further power?—Yes. When we got the promise of the loan from the Board of Works we had to go to Parliament to get power to put this charge before the existing debentures, and I may mention we had very great difficulty indeed, as was natural, in getting our first debenture holders, those under the Act of 1846, to consent to this prior charge.

54443. What was the amount of debentures issued by the company at the time you went to get this?—£45,130 under the Act of 1846.

54444. Mr. Sexton.—The existing debentures in 1901 amounted to £30,000. The debentures under the Act of 1846 amounted to £45,130, under the Act of 1891 £8,000, and under the Act of 1896 £25,000; but the debentures held under the Act of 1891 were not then issued, so we only had to deal with the debentures of 1846.

54445. How much was that?—£45,130 at 4 per cent.

54446. Chairman.—You say the existing debenture stock was £45,130, and the £25,000 was to rank below them?—Under the Act we got in 1901 we were empowered to make this charge to the Board of Works

£25,000 in priority to everybody, and raise a further sum of £50,000 subsequent to all the debentures then existing. These latter debentures were raised principally to pay the contractor for the extra cost that became necessary for the completion of the extension.

54447. When was the line completed?—In 1904 it was opened by Lord Dudley, who was Lord Lieutenant at the time.

54448. Since then has traffic been progressive?—Yes. It has been. I may say here, though it has cost a large amount of money to make this railway, it has opened up a very considerable agricultural district to the south of Cork, and the company give great facilities to farmers for bringing in their produce. It has also enabled the residents in a town called Carrigrohane, to the south of Cork, to have a monthly fair there, which is a great advantage to them. It has also been a considerable advantage to the military authorities, who have facts at the entrance to Cork Harbour on the west side.

54449. What is the total capital of the new company?—The total capital, including the charge to the Board of Works, is £245,570.

54450. How is that made up?—It is made up of the Board of Works loan of £55,000, debenture stock £135,330, preference shares £103,000, and ordinary shares £112,240.

54451. Mr. Sexton.—It works out at £25,000 a mile?—Allowing for the double track to Blackrock, it would be about £22,000.

54452. Chairman.—For a narrow gauge railway?—Yes.

54453. Of course, you are largely over-capitalised? That, unfortunately, is the case. That includes the cost of the steamers, and a curious thing is that, that the cost of the old line, that is, the 6½ miles from Cork to Passage, was £21,000 a mile.

54454. It was rather an expensive line to make?—It first went through the suburbs of Cork, residential places. I was not connected with it then, but I always heard they had to pay enormously for it.

54455. It was then broad gauge?—Yes, and made sufficiently broad for a double track.

54456. It was going through a district where you had to pay enormously for the land?—Yes.

54457. Mr. Sexton.—Would you call it suburban?—Yes, largely. One reason why the cost of the extension was so great was it had to go through the town of Passage, where they had to make a tunnel, which was very expensive. A sea wall had also to be constructed, as the line borders on the river side nearly the whole way.

54458. Mr. Appinall.—What was the capital spent on your steamers altogether?—About £36,000.

54459. That counts as a reduction?—Yes.

54460. Chairman.—Defining the steamer?—You may take it roughly at £400,000.

54461. Mr. Sexton.—It would be £24,000 a mile without the steamers?—About £22,000, allowing for the doubling of the track to Blackrock.

54462. Chairman.—You have told us about the advantages of the railway to the district and the farmers and the military authorities. Do you convey workmen between Cork and various places on your line?—Yes. There is a dockyard at Passage—a private dockyard, which employs a good number of men from time to time, and we convey workmen to it. More important still is the Royal Naval Dockyard at Haulbowline, an island in Queenstown Harbour. There has been great development there, and considerably over a million of money has been spent on the dockyard. They are now extending the dry dock there for the purpose of accommodating the largest battleships, and about 1,100 men are employed at present there.

54463. What do you charge for the workmen going from Cork to that place?—We charge 3d. a day return for each workman going to Haulbowline from Cork.

54464. Mr. Sexton.—How many miles?—Ten miles, eight miles by rail and two by steamer, backwards and forwards.

54465. Twenty miles for 5d. 1?—Yes.

54466. Sir Herbert Jellett.—Do they change into the steamers at Passage?—At Monkstown; and we pick up a number of men at Blagaskilly.

54467. What are the fares from the intermediate stations?—From 1d. to 2d. return per day.

54468. Mr. Acworth.—I suppose the Great Southern Company competes for that traffic with their

Dec 11, 1906.

Sir Stanley Macbride, Chairman of the Board of Works for the extension. Former member of the Company's Act of 1891.

Date of opening and advantages of the extension:—

A very considerable agricultural district opened up; Greater facilities given to farmers for transport of produce; Establishment of a monthly fair at Carrigrohane; The military authorities greatly benefited.

Capital of the new company. The line largely over-capitalised. The construction very expensive owing to the high cost of land.

Amount of capital spent on the steamer.

The fare for workmen from Cork to the Royal Naval Dockyard at Haulbowline. No of men employed there.

The fare for workmen from Cork to the Royal Naval Dockyard at Haulbowline. No of men employed there.

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Jan. 12, 1906

Sir Stanley Harrington, Chairman, Cork, Blackrock and Passage Railway Company.

No competition by Great Southern and Western Railway for the Blackrock and Passage passenger traffic.

The Cork, Blackrock and Passage route much more direct.

Early lesson to the requirements of the workmen.

Number carried daily.

The question of connecting Blackrock with the mainland.

The company unable to help owing to its financial position.

The linking up of the railways in Cork City.

Negotiations in progress for a connection with the quays.

Not so capital available for any purpose of the kind.

All the Admiralty goods carried by rail.

The through traffic could be obtained if the link at Cork and the connection at Blackrock were made.

Present position of the company in 1905. Decrease in net revenue. Estimated revenue for 1906.

Queenstown steamers?—No. There are about 1,100 men employed in Haulbowline Dockyard at present. A large number of these men live in Queenstown, which is within easy distance, and they are conveyed across to Haulbowline by the Admiralty in a Government steamer.

54446. Do none of the people who come from Cork use the Queenstown route?—No; they use ours. Ours is much more direct.

54447. Because they run quick trains to Queenstown from Cork?—Yes, but we have to run trains very early, at 6.30 in the morning.

54448. You get the traffic from Cork to Haulbowline?—Yes.

54449. Sir Herbert Jephell.—Do many of the Haulbowline workmen live in Cork?—We carry about 300 daily, and about 200 of these would live in Cork.

54450. Chairman.—Have there been any suggestions about connecting the island with the mainland?—It would be impossible to connect Haulbowline with the mainland on the Queenstown side, as the main channel lies between them; but on our side it is only separated from the mainland by a very small branch of the river that is very little used.

54451. Mr. Seaton.—From Ring station or from Monkstown?—From Ring. It should go through Ring.

54452. Chairman.—The water is not so deep on your side as on the other?—No. It is hardly used at all, that channel. It is the only place where it is possible to connect Haulbowline with the railway. The people connected with the yard are extremely anxious that the connection should be made, but owing to our financial position we are not able to help.

54453. Mr. Seaton.—The official people think that the best connection would be with your line?—Yes, and they are very anxious to have it made.

54454. Mr. Appinoff.—Would you be connected up in Cork with the other railways?—It has not been actually decided, but our station in Cork is very close to the Cork and Brandon station, in fact within a few yards. At the present moment we are negotiating with the company which has charge of the linking-up of the lines in Cork with the view of having the broad gauge from the quays in Cork brought up to our terminus there, where we propose to have a transhipping platform for any merchandise or goods or war material that might be required. The first question the Admiralty people asked us was would there be any connection with the main line. The connection I speak of is a very simple and easy one, and would cost only a trifling sum, perhaps £500 or £1,000 at the outside; but here again we are blocked. We have no capital available for any purpose of the kind.

54455. Mr. Appinoff.—I assume the Admiralty does not send in any of their own stuff by rail?—Not by rail.

54456. It is all come in by sea?—Some comes in by sea on their own or chartered steamers, but we carry a considerable portion on our goods steamers from the cross-channel steamers that come to Cork, where it is transhipped into our little steamer, and brought down to Haulbowline.

54457. But in reference to traffic from or to Dublin by rail, it clearly would suit better to convey it by steamer between Cork and Haulbowline than to carry it five miles on your railway, and then put it on the steamer?—That would be a waste of money.

54458. You never can get that through traffic on to your rails?—Yes, if the link at Cork and the connection to Haulbowline are made.

54459. Mr. Appinoff.—Could not it go to Queenstown Street and then to Haulbowline?—Yes; but then they have to tranship it there. On the island of Haulbowline one portion is devoted to the military service. They have large ordnance stores there. For that reason this line would be an advantage to them, too.

54460. Chairman.—We will go on to the financial position of your company for the last year. Just tell us exactly what your financial position was?—In the year 1905 we were paid able to pay the interest on all our debenture stocks, with a small surplus of about £300, which, of course, was not sufficient to pay any dividend on preference or ordinary capital, and since then, owing to one cause or another, the net revenue has fallen, and this year the estimated revenue will yield about £7,100.

54461. Mr. Seaton.—The year now current?—Yes, the current year.

54462. Chairman.—Have you not got the figures for June, 1906?—I have taken them out for the whole year. I have taken a series of years that I can give you if you like.

54463. Mr. Seaton.—They are here for the year 1907?—Yes.

54464. Chairman.—Were you able to pay the interest on all your debentures last year?—No; we are just one year in arrears.

54465. Now?—Yes.

54466. Is it cumulative?—Yes, of course.

54467. Why of course?—Being debentures, the interest is cumulative. I am hoping we may be able to pay some portion of it off, but it runs up very close. With regard to any necessary improvements, I should say that we were very tight for money on account of these heavy charges, but we did not allow that to stand in the way of keeping the line in excellent order, and if, as I hope, the Commission have an opportunity of visiting Cork, I should be very glad to show them the line, and I think we can satisfy you that it is kept in excellent condition, both as regards rolling stock and permanent way. It is a good line.

54468. You feel, I suppose, that this burden as you of 4 per cent. for that line is rather excessive?—We consider it is too high.

54469. Why do you say it is too high. Have you made a comparison with the assistance given to railways in other countries?—Yes. I look upon the railway as performing very useful public functions, and we think 4 per cent. interest given for that purpose excessive; and while we do not expect that the money should be advanced at a loss, we do think it should be advanced at a rate which, while incurring no loss on the Treasury, would ultimately put the company into a good financial position. We think interest should be fixed at such a rate as would leave no loss to the Exchequer, and that a portion of it, say a half per cent., should be put aside to form a sinking fund, so that ultimately the railway would get into a strong financial position. With regard to your question, I understand that under the Light Railways Act, 1900, the Public Works Loan Board have advanced large sums at rates considerably less than those at which the Irish Board of Works have lent their money. Of course you know and it has been given in evidence here, that the Board of Works in Ireland are empowered to give money only at 4 per cent.—not less than 4 per cent.—under an Act passed in the year of William the IV. That was mentioned, I think, by Mr. Stevenson in his evidence, and also by several other witnesses. What we maintain is this, that if an England they can lend money to railway companies at a considerably lower rate, we ought to have the same privilege.

54470. Have you that Act with you?—I should like the clause read?—It is section 5, I think, which deals with it.

54471. Mr. Seaton.—You want some Act of a similar sort to apply to Ireland?—Yes, that is really the point of my evidence. Section 5 of the Act is this:—“(1) Where it is certified to the Treasury by the Board of Agriculture that the making of any light railway under this Act would benefit agriculture in any district, or by the Board of Trade that by the making of any such railway a necessary means of communication would be established between a fishing harbour or fishing village and a market, or that such railway is necessary for the development of or maintenance of some definite industry, but that owing to the exceptional circumstances of the district the railway would not be constructed without special assistance from the State, and the Treasury are satisfied that a railway company existing at the time will construct and work the railway if an advance is made by the Treasury under this section, the Treasury may, subject to the limitation of this Act as to the amount to be expended for the purpose of special advances, agree that the railway be aided out of public money by a special advance under this section.” Then the provisions are—“(a) The Treasury shall not make any such special advance unless they are satisfied that the landowners, local authorities, and other persons locally interested, have, by the free grant of land or otherwise, given all reasonable assistance and facilities in their power for the construction of the railway; and (b) a special advance shall not in any case exceed such portion not exceeding

one-half of the total amount required for the construction of the railway as may be prescribed by rules to be made by the Treasury under this Act, and (c) where the Treasury agree to make any such special advance as a free grant, the order authorising the railway may make provision as regards any parish, that, during a period not exceeding ten years, to be fixed by the order, so much of the railway as is in that parish shall not be assessed to any local rate at a higher value than that at which the land occupied by the railway would have been assessed if it had remained in the condition in which it was immediately before it was acquired for the purpose of the railway, but before such provision is made in any order the local and rating authorities of every such parish shall be informed of the intention to insert such provision, and shall be entitled to be heard. The order may authorise the Board of Trade to extend any such period." Then at (2). "A special advance under this section may be a free grant or a loan, or partly a free grant and partly a loan."

54472. *Chairman*—Is it the rate of interest which I want to get?—Yes, that is really the point. "Any free grant or loan for a special advance under this section shall be made on such conditions and at such rate of interest as the Treasury direct." In Section 4 they mention the interest—"(2) Any loan under this section shall bear interest at such rate, not less than 3½ per centum per annum." But as a matter of fact, I understand that they have made some loans bearing interest at the rate of 2½ per cent, and others at varying rates, such as 3 per cent, 3½, and so on.

54473. *Chairman*—Can you mention any of those?—Yes, for instance, there is the Barking and Boston Railway, which got a loan of £34,000 at 2½ per cent in 1896.

54475. Can you mention another one?—That is the only one I know which is as low as 2½.

54476. The Act says it shall not be less than 3½ per cent?—Yes, but I understand that the Treasury have power to alter that.

54477. *Mr. Serles*—Do you think the Treasury's discretion under Section 5 overrides the minimum rate in section 4?—I presume it does.

*Mr. Ascroft*—Surely they are two provisions, special and ordinary.

*Mr. Stansfield*—As a matter of fact, the interest has been waived in the cases of some of these lines under that Act in England. The Commission have information on that subject.

*Mr. Serles*—Yes, Sir Stanley Harrington has told us that, but this is a different point. The point is I take it, whether, if interest is charged, it may be less than 3½ per cent.

*Mr. Stansfield*—Yes, it has been done.

*The Witness*—There is another one at Llanfyllin, Tees Valley, that is a place in Wales; they got

a free grant of £23,000, a loan of £6,000 without interest, and a loan of £3,000 at 3 per cent interest.

54478. *Chairman*—This is a most important question, you know. We shall be glad if you can give us any other instances of this?—I have a table here showing some.

54479. *Mr. Ascroft*—Here as the position of matters, I think. There are two classes of advances by the Treasury. Under Section 4 the Treasury may advance certain sums at a rate of interest not less than 3½ per cent; that is one class?—Yes.

54480. Under Section 5 they may make special advances under the conditions which you have read to us, where the making of such light railways would benefit agriculture in the district, and so on. That is the other class. This is a special advance, and is quite apart from the ordinary loans made under Section 4. Under Section 5 the money may be either a free grant and a loan, or partly a free grant and partly a loan, and any "free grant or loan for an advance under this section shall be made on such conditions and at such rate of interest as the Treasury direct." The marginal note to Section 4 is "Loans by Treasury." Under that section you cannot borrow as less than 3½ per cent. The marginal note to Section 5 is "Special advances by Treasury," and under that it can be done on any terms they like, either 3 or 2½ per cent?—Yes, but there is a limit to the amount which they may lend. I think they have a limit, but the principal difference is, that they have here very wide powers, which the Irish public body have not.

54481. *Chairman*—That Act which you have quoted only applies to England and Scotland?—Yes.

54482. Your point is that if that Act had been operative in Ireland, you would have been placed in practically a sound financial position if you had had the loans under similar conditions?—Quite so. I should, perhaps, say that we never did ask for a free grant, nor are we now doing so. All we ask is, that we should get this loan at the lowest possible rate of interest, and spread over the longest possible number of years, with a sinking fund. I would like to put in this table, which deals with some of these cases of special loans.

54483. Yes?—I read out one or two of them to you.

54484. There is no objection to this being printed just as it is on the Notes, is there?—No. Might I say also, that I believe in addition to these advances there is a large loan of £793,000, which has been issued under the Tramways Act (England), at 2½ per cent, and, after all, tramways are not very dissimilar to some of the Irish railways—they perform somewhat the same functions.

54485. *Mr. Serles*—It is all for tramways?—Yes.

(The following table was handed in.)

TABLE OF GRANTS AND LOANS ISSUED OR PROVIDED TO CERTAIN RAILWAYS IN ENGLAND, SCOTLAND AND WALES COMPILED FROM THE BOARD OF TRADE REPORT UP TO THE 31ST DECEMBER, 1903, AND FROM THE PUBLIC WORKS LOAN BOARD REPORT 1903-1906.

	Free Grant	Loans without Interest.	LOANS AT				
			2½ per cent	3 per cent	3½ per cent	4 per cent.	5 per cent.
	£	£	£	£	£	£	£
Berkley	—	—	34,000	—	—	—	—
Donkirkshire	—	—	—	3,000	—	—	—
Donkirk, Tees Valley	25,000	5,000	—	3,000	—	—	—
Donkirk	—	—	—	3,000	—	—	—
Donkirk, Whitby and Thirsk	17,000	—	—	3,000	5,700	8,000	—
Lea	17,000	—	—	7,000	—	—	—
Edwards	13,000	—	—	—	—	—	—
Edwards	13,000	—	—	—	—	—	—
Sarnes	34,200	—	—	—	—	—	—
Leicester and Abingdon	—	—	—	—	—	—	—
Merthyr and Leicester	—	—	—	—	—	—	30,000
Donkirkshire	—	—	—	—	—	—	30,000
London	—	—	—	10,000	—	—	—
Oldham West and Letcher	—	—	—	3,000	13,000	—	—
Walsley	3,000	3,000	—	—	—	—	—
Leicester and Loughborough	—	—	—	—	—	—	10,000
Donkirk and Donkirk	—	—	—	—	—	—	2,000
Donkirk	25,000	15,000	—	—	—	—	—
Donkirk	14,000	—	—	—	—	—	—
Donkirk and St. George's	3,000	—	—	—	—	—	—
Totals	122,200	23,000	51,000	34,000	19,700	8,000	51,000

Dec. 27, 1908.

Mr. Stanley  
Harrington,  
Chairman,  
Cork,  
Blackrock and  
Parang  
Railway  
Company

Letter read  
under  
the Tramways  
Act, England

Summary of  
outstanding  
loans to  
31st March,  
1908, for  
tramways at  
2½ per cent.

Statement of  
the Light  
Railway  
Commissioners  
as to the  
security for  
an improve-  
ment in the  
Act.

54486. Mr. Acworth.—You do not mean the tramways in Ireland?—No, in England. Here is a table of them. I have here "Public Works Loan Board, Summary of outstanding balances to 31st March, 1908, Tramways in England, £298,173 13s 9d, at 2½ per cent interest."

54487. Mr. Herbert Jekyll.—To whom is the money lent?—We have not been able to get that.

54488. Chairman.—I think these figures are important, and should be put on the Notice. You abstracted, I understand, from the report of the Light Railways Commissioners for the year ending 31st December, 1906, certain figures, showing the advances that have been made. Would you mind reading them out. Before you do that I will ask you these three figures are abstracted from this report which I have just mentioned?—Yes.

54489. Will you read them now?—Five grants, £189,295; loans without interest, £25,000; loans at 2½ per cent, £34,500; loans at 3 per cent, £36,000; loans at 3½ per cent, £18,200; loans at 4 per cent, £6,000; loans at 4½ per cent, £28,602; loans at 5 per cent, Portpatrick Railway, £141,141.

54490. Chairman.—None of that money is lent at 4 per cent?—None of it is lent at 4 per cent.

54491. I suppose the terms of repayment vary considerably?—They do. They vary from thirty to fifty years, I understand. May I call attention also to the fact that, as I have mentioned in my note here, showing how impressed with the importance of the financial aspect of the question they are, the Light Railways Commissioners, in their report of December, 1906, after having referred to the distinction in the number of applications under the Act, say, "We think that an improvement could be effected to enable the construction of many much-needed lines by an amendment of some of the provisions of the Light Railways Act, 1905, and by a reconsideration of the conditions under which financial or other assistance should be granted to such lines by the State and by those more directly or indirectly benefited in each case."

54492. Mr. Sinton.—They consider applicants are deterred by the rates of interest, which you have cited, as being too high?—Yes, it would appear so from this.

54493. Mr. Herbert Jekyll.—I think one of the main reasons why the lines have not been so successful as the Light Railways Commissioners desire, is the condition attached to the loans, that they should be worked by the existing railway companies. It is sometimes difficult to get them to do that, and that is a condition attached under the Act of 1905 to the issue of loans to the Treasury?—I think it refers specially to financial assistance, because in the last paragraph there is this: "Under which financial or other assistance may be granted." They seem to lay stress on the words "financial assistance."

54494. Chairman.—At any rate, the terms also, rather than they are in England and Scotland than they are in Ireland; that is your point, is it not?—Yes.

54495. Mr. Acworth.—I think I can clear up the matter of the Tramway loan. It is headed, "Loans on Local Rates." The position is that a local authority gets power to make these tramways by a special Act or a Provisional Order of the Board of Trade?—Yes.

54496. Then it has power to raise money for the purpose, and it has power to pledge its rates as security for the loan. Instead of going into the open market and borrowing the money there, they borrow from the Public Works Loan Commissioners on the security of the tramway property and of the rates?—Yes.

54497. They do precisely the same thing if they want to make a bath or wash-house or a public library, or a school, or anything else; there is nothing exceptional in its being charged on the tramways; it is merely that the Public Works Commissioners have power to lend if they think the security is a good one?—Yes.

54498. Chairman.—This body advances the money on security?—Yes.

54499. Mr. Acworth.—But there is nothing special in favour of tramways as against libraries or baths, or schools, or anything else?—But, on the other

hand, there is no body in Ireland to do that at such a low rate of interest.

54500. They cannot lend it to you because you are not a public authority. They could lend it to the City of Cork?—But under the Land Acts they have been lending at 2½ per cent.

54501. Yes, but it is not a special advance to tramways, it is a loan on the security of the rates, which happens to be for tramway purposes?—Yes.

54502. Mr. Herbert Jekyll.—It is not a power conferred by the Tramways Act, 1870.

Mr. Acworth.—No, it is a general power to lend the money on sufficient security.

54503. Chairman.—At any rate, I think, I may shortly say what you have said by saying that you are of opinion that the power is granted in Ireland under the Act of William IV., and it is about time it was altered?—Yes, quite time.

54504. And altered in the direction of what is done in England and Scotland now in connection with light railways and tramways?—Yes, especially in the case of Ireland, which is not able to raise the money so easily as it is raised here.

54505. Mr. Herbert Jekyll.—The Board of Works have no discretion in the matter of interest; they are bound by the Act of William IV., and cannot lend at a less rate than 4 per cent?—They cannot, but the Treasury can enable them to do so, I believe.

Mr. Sinton.—No, the Treasury cannot do that, it is the Act of 1 and 2 William IV., cap. 33, which controls it. This question has been frequently discussed.

Witness.—I thought the Treasury could do something.

Mr. Sinton.—New legislation would be necessary, and that has been frequently explained by the Treasury and the Board of Works.

54506. Chairman.—You said something which I did not catch about the Irish Land Purchase Act as bearing upon this question?—What I said is that if they can lend money at a very low rate, spread over a long period of years, as they do under the Land Purchase scheme, I think such a principle might well be applied to the Irish railways for public reasons.

54507. For the benefit of struggling railways?—Yes, of course; the larger lines can raise money themselves, but the small lines, or a large number of them, are circumstanced somewhat as we are; their borrowing powers are exhausted and their hands are tied, and they cannot raise money; and I think it would be an advantage to the public, and certainly would put these lines on a better basis, if provision were made by which money could be advanced to them at a low rate, with a sinking fund, and the repayment spread over a large number of years, as is done in the case of land purchase.

54508. You think that could be done without creating any financial loss to the Treasury and would be a great benefit to the Irish railways?—I think it would be the greatest possible benefit to the Irish railways, and it would enable them to carry out useful public works, which they cannot do at present owing to the stringency of their position. For instance, a short time ago, for the purposes of the district which we serve, we were anxious, in conjunction with the County Council, to make some new roads to open up the district, but we could not do it, as we had not the money available ourselves. The District Council agreed to contribute a certain proportion, provided we contributed the larger portion, seeing that it would be some advantage to the railway. We were willing to do it, but when it came to the matter of providing the money, we could not find it, and therefore the roads have not been made.

Examined by Mr. SINTON.

54509. The present net revenue is about £7,000 a year, is it not?—Yes.

54510. The year after next you estimate you will have a relief of about £500 a year, which is now paid for here purchase?—Yes.

54511. Do you anticipate that if your views were carried into effect there would be a substantial improvement in the net revenue?—Yes, I think it would enable us to develop more.

54512. Do you contemplate any other extension than the branch to Haulbowline?—Yes, we contemplate an extension to the sea at Crosshaven. In fact, this was originally intended in the scheme under the Act of 1890.

The terms for  
railway loans  
infinitely more  
favourable in  
England and  
Scotland than  
in Ireland

Haphazard  
as in English  
tramway  
loans.

54513. Your terminus at Crosshaven is some distance from the sea?—It is now a mile and a half from the sea.

54514. Would that extension have commercial effects?—I cannot say commercial effects, but, of course, it would be a great advantage to persons in the City of Cork who frequent the place, because it is the favourite resort for the working people of Cork; they use it very largely in the summer. Not going right to the sea prevents a number of people from using the railway.

54515. How far would it be?—About a mile and a half, and it would be a very easy line to make. There is another advantage, too, and that is, that at this point, Church Bay, the War Office lately erected an extensive modern fort, and undoubtedly the extension of the railway to that point would be of great importance, especially in war time. We have that on good authority.

54516. What would be the length of the branch from King to Haulbowline?—About three miles round the foreshore.

54517. Would the cost of it be much increased by having to traverse part of the harbour?—It would increase the small estimate, but it would be really a few shillings more nearly all the way.

54518. If you could make these two branches of about five miles, would that have the effect of largely increasing your revenue?—I think it would have a considerable effect in doing so.

54519. Have you made any estimate of what the increase would be?—No, because we have no idea of what the amount of traffic is that we should get from Haulbowline.

54520. Have you made an estimate of the capital necessary?—It has not been actually surveyed. I think the line to connect our line with Haulbowline would cost, roughly speaking, according to our engineer, who is also our manager, about £40,000; but seeing that over a million of money has already been spent on Haulbowline, that would be a small sum to spend on the extension in comparison with the advantage that would be gained.

54521. What is your present annual obligation respecting the Board of Works loan?—£22,630 a year.

54522. Has any of the principal been repaid?—No principal has been repaid. Four per cent. interest has been paid since the time the loan was issued.

54523. What is your obligation now in respect of it?—£156,000.

54524. No, I mean as regards repayment of principal?—Say seven years have passed, so it would be 5 per cent.

54525. That would be £2,880 a year?—Yes.

54526. That, with the £2,600, makes an obligation on you at present amounting to close upon £5,000 a year in respect of the Board of Works?—Yes.

54527. It follows, therefore, that if that obligation is to remain unmodified, it would nearly consume your present revenue?—It would.

54528. It appears to be obvious that if a practicable road is to be proceeded for you to travel upon, that obligation must be reconsidered?—I think so.

54529. You ask that the system which has been applied to the sale and purchase of land should be extended to this case?—Yes.

54530. That an security of 22 per cent. with 5 per cent. sinking fund, should be instituted?—Yes. Of course, I recognise that 22 per cent. is a low rate of interest seeing the position of the money market at present, but at 3 per cent. it could probably be issued without loss.

54531. That would substitute an obligation of £2,300 for one of £5,880, and would release £3,000 a year of net revenue?—Yes.

54532. At what rate do your debentures stand?—Four per cent.

54533. If your request were acceded to, you would have about £8,000 net revenue to spare?—Yes.

54534. And that would about pay the interest on all your debentures?—Yes, it would, just about that.

54535. You wish to pay off your loan and debenture capital?—What we think would be the most feasible scheme for putting the company into a good financial position would be to increase the loan to, say, £250,000—that is £250,000 more.

54536. Could you purchase the debentures for £25,000?—I think we could. Of course, some of

them would have to be purchased at a very large discount, but I have reason to believe that if the Board of Works came forward with a total loan of, say, £100,000 at 3 per cent. interest, with a sinking fund of 5 per cent., spread over the same number of years as it would be under the land purchase scheme, all classes of people interested in the railway would agree to a reconstruction of the company, which would put it on a sound financial basis and enable the company to carry on its work much more effectively than it can do under the present circumstances.

54537. If that were done, the annual charge for the present Board of Works loan, and all the existing debentures, taken together, would be £5,600 a year, and that would leave you a good, substantial margin out of the improved net revenue?—Yes.

54538. How would you propose to deal with your preference and ordinary capital, do you say you would make the share capital of the company something like its market value?—I do not like to put forward the actual scheme, because the matter has never come before the shareholders; but speaking roughly, I think the preference shareholders, who now represent £348,000, might be dealt with on a basis of perhaps £200,000 preference shares and a certain proportion of ordinary shares to make up; and in the same way the ordinary shares would be very considerably reduced.

54539. Do you see your way, if your views as you have just detailed there were accepted, out of the probable net revenue that you would have at your disposal, to make the contemplated extension?—Yes, I think we do. We could not provide the money for Haulbowline; that would have to be an extra.

54540. That is a very special case, the Government could hardly expect the company to bear the cost?—At Crosshaven some valuable improvements could be effected.

54541. I suppose your position has made you familiar with the financial arrangements with regard to Irish railways generally?—Yes.

54542. We see that the existing arrangements under the English Act have had as recent an origin as 1856, whilst the authority for Irish loans goes as far back as William IV., whose last year was 1837. That is a very striking contrast?—Yes, indeed, it is.

54543. It appears that under the Act of William IV. loans were charged up to as much as 8 per cent. interest in Ireland, and the language of the Act is "not less than 4 per cent.," so that under the law as it stands 4 per cent. is the minimum rate for Ireland?—Yes. At one time my company had a loan of £35,000 from the Board of Works at 5 per cent., which was, I think, reduced to 4 per cent., but it was finally paid off by the company.

54544. The long retention of the provision seems to look like an unfortunate inadvertence?—Yes, I suppose it was not called attention to.

54545. Up to recently, you are aware grants for Irish railways were made through the Exchequer, and were charged on specific votes for the purpose in the House of Commons?—Yes.

54546. But you know that for some years past no grants have been made except from the Irish Development Fund?—That is so.

54547. And you are aware that that fund has been exhausted?—Yes.

54548. Is there at present, to your knowledge, any special provision, or any methodical provision whatever, for loans to Irish railways?—I know of none.

54549. There is no provision for loans except under this anachronistic provision of the Act of William IV. Have you followed the evidence given before the Commission?—Yes.

54550. Then you are aware, no doubt, of all the schemes and plans submitted for additions and extensions?—Yes.

54551. Altering to the broad gauge, apportioning for loans; making provision for rolling stock and necessary works; inducing greater companies to take up small lines, and so on. Looking at the economical condition of Ireland, the almost total want of manufacturers, and the formidable competition which the export trade encounters from abroad, do you consider that good arrangements for commercial transit are of vital importance to Ireland?—Undoubtedly.

Dec. 11, 1906.

Mr Stanley  
Hastings,  
Chairman,  
Cork,  
Blackrock and  
Passage  
Railway  
Company.

Suggested  
scheme  
for putting the  
Commissioners  
a good  
financial  
position.

An increased  
loan from the  
Board at  
5 per cent. at  
a reduced rate of  
interest.

Proposed  
method of  
dealing with  
the preference  
and ordinary  
capital.

Date of origin  
of the arrange-  
ments under  
the English  
Railway Act,  
and the  
authority for  
Irish loans.

The perpetuation  
of the latter in  
an unfortunate  
manner.

For some years  
no Irish Rail-  
way grants  
were made except  
from the Irish  
Development  
Fund.  
Which is now  
exhausted.

The evidence  
before the  
Commission as  
to schemes and  
plans for  
additions and  
extensions.

Good arrange-  
ments for com-  
mercial trans-  
it are of vital  
importance to  
Ireland.

Dec 21, 1906

Mr. Stanley  
Harrington  
Chairman  
Civil,  
Electrical,  
and  
Passage  
Railway  
Company

Special  
arrangements  
as to passes to  
Irish railways  
required  
The rule of  
any application  
for an Irish  
railway to the  
Treasury very  
much a matter  
of chance.

A fund should  
be set aside to  
facilitate and  
develop Irish  
railways.

An Irish  
agency with  
resources of  
considerable  
importance to the  
Industrial and  
agricultural  
development of  
the country.

The gross  
receipts of the  
Passage Rail-  
way.

Impossibility  
of paying  
interest on  
anything like  
£400,000.

The net  
receipts.  
The proposed  
adjustment  
scheme.

Estimate of  
the interest to  
the preference  
shareholders

54552 Is it a good system whereby the question of a grant for any Irish railway is left to be determined piecemeal and haphazard without any methodical consideration of the system as a whole?—I think it is very unfortunate that there should be no special arrangement.

54553 If transit is very important to the country as a whole, then the case of each company like yours has a certain aspect of public importance, and do you think it is well that you should be left to come here or go to the Imperial Treasury to endeavour to induce them to meet your financial necessities, and that with no influence except what you can bring to bear yourselves?—It puts us in a very difficult position.

54554 In fact, the fate of any application from or for an Irish railway to the Imperial Treasury is very much a matter of good luck or of chance, is it not?—Yes, that is so.

54555 Looking to the extension of Local Government and the importance of transit to the country, as a whole, would you say that any funds which it is thought practicable and right to specify and set aside for the purpose of facilitating and developing Irish railways ought to be specified and set aside, so that arrangements could be made in advance and a proper disposal made, with a knowledge of the resources at disposal?—Yes, I think it is most necessary that a fund should be set aside for that purpose.

54556 No matter how large or how small an application may be, there must be a reference from Ireland—notwithstanding her great contributions to the Exchequer—there must be a reference from Ireland to the Imperial Treasury here?—That is so.

54557 Would you say that it would be beneficial to England as well as to Ireland, and would have a salutary effect on the relations between the two countries, if there were some agency in Ireland, with resources, such as might be available, for considering such a question as you have put before us to-day, and considering it with reference to its comparative insignificance and its relative importance?—I think it is of essential importance to the industrial and agricultural development of the country that this matter should be put upon a better basis, and we should get facilities as regards money and cheap rates, as we put to the existing railways, and perhaps others, which ought to be constructed, on a satisfactory basis.

54558 We in Ireland contribute a certain part, which is certainly not a too small part, and which good judges here and is too large a part, to the Imperial Exchequer, contributing that, can we not say that some of that money should be set apart from year to year for the purpose of developing the railways in Ireland, and confided to some agency in Ireland, which would know how much might be done and the best way to do it?—Yes.

Examined by Mr. Aicworth

54559 I see your gross receipts are only £21,000 a year?—Yes.

54560 It is quite obvious that under no circumstances, with that traffic, can you pay interest on anything like £400,000?—No, we cannot.

54561 It would be quite impossible?—Yes.

54562 The net revenue available, which one cannot imagine very much changed, unless the gross increases a good deal, is barely 8 per cent?—That is so.

54563 What I come to then is this. Supposing you readjust your debentures as you suggest, you have £5,600 allocated to the service of debentures and redemption?—Yes.

54564 Your net receipts last year were only £6,000?—Last year they were only £5,000, but I might say that, that last year was the lowest of five years. I have the return for five years here.

54565 Your net receipts, we will say, are £7,000—Yes, this year.

54566 Then there is really very little free for anything below the debentures?—The debentures would absorb, say, £5,600.

54567 Of course, you must allow a margin, must you not?—Yes.

54568 Is not the moral of that that if you put in any unreasonable amount the preference or ordinary are valueless?—Yes, but I think an adjustment might be made in the scheme which I have drawn up in a very rough way. I do not like to put it on the Notes, because the matter has never come before the shareholders, but in a very rough way, I calculate that the money which would be payable by

way of interest to the preference shareholders, which would not be cumulative, would only, perhaps, be £800 a year.

54569 That means you would only have £20,000 preference?—Yes. If this scheme were carried it would give a market value of some kind to these other classes of shares, which they have not got now, because every year, the loan being paid off, their value would naturally improve.

54570 I will tell you what is in my mind. Practically the whole net revenue of the line is going to belong to the debenture holders?—Yes.

54571 Nearly the whole, five-sixths of it, or something of that kind?—Yes.

54572 Does it seem to you reasonable that the management of the line should be in the hands of the people who have such a very small interest as the preference and ordinary shareholders must have in this line?—Seeing that they put the money into the concern originally, I think it is reasonable; they have lost a great deal.

54573 One does not want to be unkind, but have not they really almost lost their money, regarding it with reference to the history of the line, on, at any rate, their chance of getting any serious proportion of the net receipts in gone. I will not ask you to admit it, but if that be so, as it is reasonable to give them the management of the line in the way you give it to the ordinary shareholders?—Yes. I think it is reasonable, because they have a prospective interest. If this loan were granted, these preference and ordinary shares would become extremely valuable in time.

54574 Mr. Scates—You impose no burden on the ratepayers, do you?—No, there is no charge on the rates.

54575 Mr. Aicworth—Let me put a parallel case to you. Would you consider it in the interests of a great estate desirable that that estate should be managed by the reversioner, who is not coming into possession for forty years?—I think he would have a very strong claim to representation in the management.

54576 His reversion should be protected, of course; but the daily management surely should be more in the hands of the people having the current interest?—Yes, let the management be in their hands, but under supervision, of course.

54577 Under the scheme you suggest the debenture holders would have no hand in the management; it would be in the hands of the shareholders, is not that so?—Yes.

54578 I put it to you that that is not in the public interest?—I am sorry that I cannot see it in the same light.

54579 Mr. Scates—The debenture holders would be secured their interest, therefore you consider that from the point of view of the debenture holder there would be no call for management; but if the management were confined to the preference and, still more, to the ordinary shareholders, that would be the most powerful reason for good management, because in the amount of the net revenue would depend the dividend which they obtained?—Quite so.

54580 Of course, if you were laying a burden on any body of ratepayers, it would be a different thing?—Yes.

54581 Mr. Aicworth—Would not their interest be to skin the undertaking in order to get something for themselves?—I do not think so.

54582 Do you not think it would be to their interest to cut down every expenditure, and reduce the outlays charged against revenue as low as possible in order to squeeze out something for themselves? That seems to me must be their interest?—I don't agree with you. Seeing that some day the line will be there entirely, it would not be to their interest to starve it in the way you suggest.

54583 Mr. Scates—Economy is one of the main principles of good management, and would it not be in your judgment to the interest of the shareholders to secure, not only the best revenue, but the most assured permanence of that revenue?—I think it would be.

54584 Chairman—You told us you had no capital power, did you not?—We have £5,000 a 1901 debentures, which are not issuable.

54585 That is because you cannot get a fair price for them?—That is so.

54586 Are they quoted?—No.



54582. Have you, in consequence of not being able to raise capital, been compelled to charge to revenue what ordinarily would be charged to capital?—Yes, we have to do that now. That is the system we are adopting. We are not charging anything to capital.

54583. Could you measure that by a figure, do you think—could you give us a round figure to represent the amount which you are charging to revenue and which ought to be charged to capital?—Perhaps the best instance I could give you of that is the hire purchase of the rolling stock. We have had to pay over £5,000 out of revenue for new rolling stock for the equipment of the line, which was really chargeable to capital.

54584. But I wanted to know if there was anything else that in your judgment has been charged to revenue, simply because of your inability to raise further capital?—There have been instances of it during the last year. For example, we have a valuable limestone in our district, of a practically unlimited supply, and for its development we have entered into an arrangement with the quarrymen, and have put a siding in for their work, and we have had to charge the cost of that siding to revenue.

54585. That would be a legitimate charge to capital, would it not?—Yes.

54586. There are other instances, I dare say?—Yes, there are other instances, too.

54587. So that revenue has been unduly burdened in that sense, because of your inability to raise capital?—Quite so.

54588. Mr. Atkinson.—What did you do with that rolling stock which you had on the five foot three line?—We sold some of the carriages; the engines were more or less worn out, and we scrapped them.

54589. You got a certain price for what you sold?—Yes.

54590. Was that credited to capital?—I think it was.

54591. Was anything like first cost obtained?—No.

54592. If the first cost of those vehicles was not credited to capital, then, obviously, any extra cost you have been put to by reason of supplying this narrow gauge stock which took the place of the wide gauge stock, ought to go to revenue?—Yes.

54593. And not to capital?—Yes.

54594. So that that would reduce the amount to that extent?—Yes.

Dec. 11, 1905

Mr. Stanley Harrington, Chairman, Cork, Blackrock and Passage Railway Company.

The revenue has been unduly burdened because of the inability to raise capital.

How the original broad gauge rolling stock was disposed of.

The increase in cattle traffic.

Due to facilities given to cattle dealers.

The revenue of great advantage to the district.

Number of cattle farms on the line.

Insufficiency of rolling stock.

Shortage of rolling accommodation.

The disinfecting of cattle wagons.

Mr. W. J. DAVENPORT, Secretary, Castling and Victoria Bridge Tramway, examined by the CHAIRMAN.

54600. I think you are connected with the Castling and Victoria Bridge Light Railway?—Yes.

54601. Is it a light railway or a tramway?—It is called a tramway.

54602. What is the length of it?—It is seven miles long.

54603. Where does it run from and to?—It runs from Victoria Bridge station on the Great Northern Railway to Castling.

54604. What is your capital?—Our authorised capital is £30,000, of which there has been £28,000 issued.

54605. How much of that has been guaranteed?—£23,000.

54606. What is the rate of interest on that?—The rate of interest on that is 5 per cent.

54607. What is the ordinary capital?—£6,000.

54608. That is all issued?—Yes, that is all issued.

54609. You speak of a guarantee of 5 per cent; who guarantees it?—The Barons of Lower Strathclyde and West Omagh, which are situated in the Poor Law Union of Castling.

54610. Did they guarantee the whole of the 5 per cent?—Yes.

54611. What have you to tell us about this tramway. Will you say what you have to say in your own words?—We have been trying to do a good work in the district. Our district is very poor. We have no manufactures there or any other works; it is purely an agricultural district, and we have been trying to develop it and give it the benefit of as cheap a rate as we possibly could to carry its staff to the markets and ports. We have now got into the state that we require some money to put the line in order. We have been spending money, as you will see by my statement. We opened the line with a very limited rolling stock, and we have increased that since. Some of the expense we have charged to capital, and our engine we charged to revenue; that was really repairs to an old engine.

54612. You have had nothing contributed towards the cost of those by the Treasury or the Board of Works, have you?—Nothing at all. Our line was made just prior to the 1885 Tramways Act, and the County Council have got nothing from the Treasury.

54613. Mr. Serles.—You were a month too soon?—Yes.

54614. This is not a case of the "Early Bird" succeeding?—No, it is not.

54615. Chairman.—I suppose you carry both goods and passengers?—Yes. We have had an increase in all departments since the line opened. It is a fairly large increase.

54616. Do you carry much cattle traffic?—We do. Considering the size of our line you will see by the statement which I have prepared, that we have had an increase of cattle traffic. In 1885 we only carried

148 cattle; ten years afterwards, in 1895, that number had increased to 2,430, and in 1907 it had increased to 4,750, some sheep and pigs as well.

54617. To what do you attribute that increase?—We have been offering facilities to the cattle dealers by running special trains the night before the fair, in order to bring the dealers to the market, and we have been running special trains from the fairs; and they are given cheap rates to all the Great Northern stations.

54618. Then, whatever the financial result of that tramway may have been, it has, at any rate, been of great advantage to the district?—It has.

54619. And it has developed this very large increase in cattle traffic?—Yes.

54620. Is yours principally a grazing district?—Yes, and we have some potato and corn traffic.

54621. Have you any cattle farms on the line?—We have other cattle farms besides Castling. There is one about five miles from Castling.

54622. There is one at your terminus?—Yes, there is one at Castling.

54623. And you say there is one five miles from Castling?—Yes.

54624. For both of these farms you offer facilities and cheap rates for pigs and cattle?—Yes.

54625. And you have succeeded in developing a traffic?—Yes, we have succeeded.

54626. I see you complain about insufficiency of rolling stock?—Yes, we have not sufficient, because in running our fair special we have to run it in the early part of the day to catch the trains of the Great Northern, and we have not sufficient rolling stock on occasions to run a second special train. We have got to take two or three runs out of our wagons, and being limited in speed, we have not the time to run to Victoria Bridge and back again between the passenger trains.

54627. Are you short of siding accommodation?—We are.

54628. Mr. Atkinson.—You say you use your wagons twice for these cattle?—Yes, and sometimes three times, and we have to wash them out and disinfect them each time.

54629. Have you to hush-wash the wagons?—Yes.

54630. Were you here yesterday?—Yes.

54631. Did you hear Mr. Harrington's evidence?—I heard part of it.

54632. Did you hear his evidence on the subject of cattle wagons?—No.

54633. Mr. Serles.—You have only to carry the cattle seven miles?—Yes.

54634. Are you obliged to hush-wash after each journey?—We are supposed to do it, but I may say we do not on all occasions do it. Our wagons are used for the conveyance of goods as well as cattle, and we hush-wash them before a fair. We wash them out thoroughly before each run with ordinary spring water.

Dec. 11, 1906

Mr. W. J. Dawson, Secretary Castleberg and Wicklow Bridge Tramway.  
No capital available.  
Some ordinary shares advanced.

The guarantee expires five years hence.

No facilities for storing rolling stock.

At the end of the guarantee the line may become derelict if assistance is not given.  
The line has paid working expenses up to the present.

Amount required to put the line into an efficient state.

Valuation of the Castleberg Union and amount on the railway line.

Probability of Treasury contributions on the authorized capital if the line had been constructed later.

Consequently the line has a very good class on the Treasury at present.

The ratemakers have had to pay the full amount.

54635. Do you think it right or necessary that there should be an obligation imposed upon you for your seven mile line to lime-wash the trucks after each run?—No, because the cattle are all going from the same farm.

54636. Chairman.—You have no capital available, I understand?—There is £600 of ordinary shares advanced, but they are worth nothing.

54637. That is paper?—Yes.

54638. They represent no actual value?—No value to us.

54639. And you have no means of giving this district increased accommodation for want of capital power?—We have no means whatever. Our guarantee also expires at the end of 35 years from the time of the opening of the line—that is 10 years next July—and after the expiration of that period we do not know what will happen.

54640. Unless you get some financial assistance?—Yes.

54641. I understand you are short of sidings and rolling stock. Your existing rolling stock is not kept in proper order, because you have not the means to repair it?—No. We have no machinery whatever, and if we want a boiler repaired we have to take it out and send it to England.

54642. At the end of the period you mention, unless some assistance is given, the line will become derelict?—Yes. We have been able to pay our working expenses up to the present.

54643. Have you made an estimate as to what it would cost to put this seven mile of tramway into an efficient state?—I have made an estimate myself of £8,287 17s. 1d. That would include wiping off the overdraft of the bank. We have an overdraft on the bank, incurred in purchasing this engine out of revenue, and we are paying that off.

54644. Of course everything has to be charged to revenue?—Yes, everything at the present time.

54645. You cannot charge anything to capital, because you have no capital?—We have no capital to charge anything to.

54646. Was this new engine in place of another?—It was to replace an old one.

54647. Then that is a revenue charge?—Yes, that would be a revenue charge.

54648. You are short of engines, wagons and sidings, and you estimate that about £6,000 would put you in good working order?—Yes.

54649. Would it then make a profit after that—would there then be a profitable traffic, do you think?—Yes.

54650. Most of the capital is guaranteed?—Yes.

54651. What are the values paid?—They pay up to 5d. in the £ on the valuation of the union. The valuation of Castleberg Union is about £37,000.

54652. Mr. Section.—It must be very small or very poor?—It is very poor.

54653. If you had come just a month later with your line the Treasury might have paid 2 per cent. on your authorized capital?—Yes, the county authorities would have got it.

54654. Could you tell us what your net revenue has been after payment of working expenses since the line opened?—I will hand you this statement, which shows it. (Statement Annexed c.)

54655. Chairman.—Do you publish accounts?—Yes.

54656. Mr. Section.—This is only for selected years?—I took out the opening year and ten years after.

54657. 1895, 1896, and 1907?—Yes.

54658. I see that in the first of those years you made £216; in the second you made £265, and in the last of them you made £588?—Out of that we have to pay interest on mortgages and interest on our bank overdraft, which amounts to about £230.

54659. If you had been in such a position that the Treasury paid two per cent. on your authorized capital, that would have been £400 a year since you opened?—Yes.

54660. That would have been about £10,000 in all?—Yes. We consider that having got nothing from the Treasury we have a very good claim on them at the present time.

54661. You have had to come upon the ratemakers for the interest?—We have had to come upon them to the full extent.

54662. If you had got the usual Treasury contribution there would have been only about half the burden upon the ratemakers?—Yes.

54663. Your financial basis is somewhat peculiar. In other parts of Ireland the guaranteeing area is liable for any deficiency in working expenses?—Yes.

54664. In your case the guarantee is for nothing but dividend?—That is so.

54665. Therefore when it happens that your expenses are more than your receipts you have to resort to an overdraft?—Yes; but we have never had that occur yet, except when we purchased the engine.

54666. Was the overdraft simply due to the construction or reconstruction of the engine, or is it due to an excess of expenses over receipts since 1905?—It was just by the purchase of the engine.

54667. How have receipts and expenses compared with each other during the last few years?—We have always been able to show a profit.

54668. Chairman.—A profit or a surplus?

54669. Mr. Section.—You mean an excess of receipts over working expenses?—Yes.

54670. Every year?—Yes, every year.

54671. Since the beginning?—Yes.

54672. Up to now?—Yes, except when we purchased the engine, which, of course, made our expenses higher.

54673. What is the distance to Killester, when you want to make the branch?—About five miles further.

54674. You made seven miles of tramway and equipped it for £38,000?—Yes.

54675. What will that five-mile branch cost?—About £25,000.

54676. On the public road?—We have not estimated it as being on the public road.

54677. You will want private land?—Yes; we have not taken this thing up ourselves; it is really the district. We recommend it, and desire it, because we think it would put ourselves in a better position, and that the branch would pay from Castleberg to Killester.

54678. The case is the usual one in Ireland after 25 years' experience of the Tramway Acts, that there is no capital available?—That is so.

54679. Would it develop any other than agricultural traffic?—It would. It would develop a country which is very closed in. There is a large tract of country surrounding Killester, and there are a great number of workers there.

54680. Would it be more lucrative than the present line, do you think?—It would.

54681. Your guarantee is not perpetual; it expires in 1919, does it not?—Yes.

54682. What will happen then?—I cannot say; the shares will become ordinary shares.

54683. The shareholders will simply have the profits of the line to look to for a dividend?—Yes, the ordinary shareholders have been getting nothing these years.

54684. The people of Killester have been for 15 years looking for this branch. They have gone several times to the Castle, and been received civilly but firmly by the officials there. What is your opinion? Do you think it would be more beneficial that questions of this class should be dealt with in Ireland?—I think it would be better if we had some money distributed in Ireland.

54685. Would you say that matters of this class would be better managed if people on this side of the Channel were allowed to look after their business, of which they have a great deal, and we in Ireland were allowed to look after our own?—If they would give us the money.

54686. Should you prefer to see some agency in Ireland, with such resources as the wisdom of Parliament might provide, to deal with cases such as yours?—I should.

54687. Mr. Accorah.—I notice your expenses have gone up very heavily since 1895. They have gone up 50 per cent. Is that because the rolling stock has been wearing out?—We have been putting in a lot of sleepers.

54688. In the early years your purchases were light?—We had to renew the sleepers and repair engines, and, as I said, our expenses are high because we have no machinery.

54689. So that although your traffic shows a very satisfactory rate of increase for one of these light hauls your working expenses have increased and swallowed it all up?—Yes.

\* See Appendix No. 10.

54690 Is there any traffic to and from Victoria Bridge street?—No.

54691 That is all traffic going to the main line?—Yes.

54692 I see in your estimate of money to be spent \$4,700 of it is for things that would not be necessary if it were a broad gauge line; you would not want a new carriage shed and new workshop, or tools in it, or new rolling stock if you were part of the Great Northern system?—Not if the wagons ran through.

54693 You would not need any of that?—No, we would have the use of their wagons.

54694 Yours is a flat line, is not it?—There are some very steep places.

54695 Nothing very serious is there?—There is one grade of 1 in 30.

54696 You run up the Derg River, do you not?—We run up the county road.

54697 But, roughly speaking, you are running alongside the river?—Yes.

54698 And it would not cost very much to make your line a wide gauge line?—The county authorities will not allow it on the road. To do that we should have to reconstruct and buy land.

54699 There would be no room for the additional 2 feet 3 inches in the road?—No.

54700 And you could not get the additional 2 feet 3 inches on?—No, except by buying land.

54701 Mr. Dawson?—The capital, you told us, is guaranteed, and ordinary?—Yes.

54702 Have you any idea what the ordinary capital was issued at? Did anybody ever pay sovereigns for it, or was it given to the contractor?—I do not understand you.

54703 There is £20,000 capital; of that £15,000 is guaranteed. I have no doubt people paid sovereigns for that?—Yes.

54704 What did people pay for that £5,000 that was not guaranteed?—They paid the full price.

54705 Why did they pay the same for a non-guaranteed share as for a guaranteed share?—I cannot say.

54706 Was it done out of public spirit?—Yes; most of the ordinary shares are held by the local people.

54707 They took them in order to get the line made?—Yes.

54708 And the other £15,000 was found by investors?—Yes.

54709 Really sovereigns were found for the non-guaranteed shares?—Yes.

54710 And they are worth nothing to day?—No.

Dec 11, 1906

Mr W. J. Dawson,  
Secretary  
Corkinberg  
and Victoria  
Bridge  
Trustees.

Most of the  
ordinary  
stock held by  
local people.

But the shares  
are valueless.

The Commission then adjourned until 26th January, 1907, in Dublin.

Jan. 26, 1906.

## NINETY-SECOND PUBLIC SITTING.—TUESDAY, JANUARY 26TH, 1906.

AT 11 O'CLOCK, A.M.,

In the Shelbourne Hotel, Dublin.

Commissioners present:—SIR CHARLES SCOTTER, BART (Chairman); Right Hon. LORD FERRIE, P.C., K.P.; SIR HERBERT JENKILL, K.C.M.G.; Colonel WILLIAM HUTCHESON FOR, C.B.; Mr. THOMAS SEXTON; and Mr. JOHN AUDLEY FREDERICK ASPINALL.

Mr. GEORGE E. SHANAHAN (Secretary)

Assistance  
will be  
witnesses to  
be examined.

Chairman.—At the close of the last inquiry I proposed to let the railway companies know the witnesses to be called at these sittings. We have Mr. Tallow to begin with this morning. Mr. McNulty will be recalled shortly for the Department of Agriculture. Mr. Shackleton is to be recalled as representing the Irish Flour Millers' Association. Mr. O'Connor for the Irish Cattle Traders and Stockowners' Association. Mr. O'Dea for the Dublin Industrial Development Association, and Mr. Ennis for the Irish County Councils' General Council. An application will, I suppose, be made by the Irish County Councils' General Council to be represented by counsel.

Mr. Croker Barrington, Solicitor.—With regard to those witnesses you have mentioned, some of them have been called before, but I presume if they give any fresh evidence or go into anything new we will be allowed an opportunity of answering it.

Chairman.—I would suggest that the railway companies would have the right to cross-examine on any fresh matter that is introduced.

Mr. Croker Barrington, Solicitor.—It might be a matter for more than cross-examination if a question of fact as to some new matter was stated. Of course, the case, as it were, against the companies is closed, but if fresh witnesses are called we should have an opportunity of answering them as a matter of course.

Chairman.—From what I have seen, I do not think the question will arise.

Mr. Croker Barrington, Solicitor.—If you say that I will say no more.

Chairman.—I think that the railway companies will find the right to cross-examine quite sufficient. Their own counsel, of course, can deal with it.

Mr. Croker Barrington, Solicitor.—I will leave it as you have stated it.

Mr. Rosen, K.C.—I and Mr. McSwiney have been instructed on behalf of the General Council of the Irish County Councils. It has been stated already that they could not find money to appear, and I wish to say that the General Council have decided that at the close of the proceedings some attempt ought to be made to put their case a little into shape, and my friend Mr. McSwiney and I have had the Blue Books given to us and a little additional information, but we have not the knowledge at all which would enable us to deal with the details of the case, but as I understand at the close of the case I shall make some not very long observations on the general topics, putting forward the case of the County Councils as well as I can. I also wish to say, having regard to that unpleasant topic about the County Councils not having funds, that my friend and I have appear as barristers

in the ordinary way. The money has come from somewhere. I don't know where, and I don't care.

Chairman.—I think I ought to say that at the beginning of these proceedings it was intimated to the railway companies that they would have the last word, and I think it is right that they should, because, after all, the County Councils are not attacked in any shape or form. It is the railway companies. Therefore we should be very glad if you would be kind enough to arrange to make any observations you wish to offer after the evidence is concluded.

Mr. Rosen, K.C.—As to that, may I just make one suggestion as to the analogy of all ordinary proceedings. The railway companies are the parties attacked, as you say. They are the defendants, and in every proceeding I have ever been in the party attacked never has had the last word. It is the party who is making the affirmative case.

Chairman.—You are not the plaintiffs.

Mr. Croker Barrington, Solicitor.—I don't agree with what Mr. Rosen says. This is more in the nature of a criminal proceeding.

Mr. Rosen, K.C.—That is exactly right, but the criminal has not the last word.

Chairman.—We shall be very pleased to hear Mr. Rosen when convenient, if he would kindly arrange it after the evidence.

Mr. Rosen, K.C.—When will that be?

Chairman.—I am hoping it may be probably on Thursday. Would that be convenient? We should like to study your convenience.

Mr. Rosen, K.C.—The only thing I would say is this, that it is a very peculiar position my friend and I find ourselves in. We have been brought suddenly into this case. I know nothing about this case on Sunday. We have had no opportunity of making it up, and it would be a tremendous advantage if we knew what was the case on the other side. If Mr. Balfour Browne would put it in definite form that would enable us to make our reply very much shorter in referring to the topics he has dealt with, because it is actually impossible for my friend and me to try to find out what are the main topics, and we might possibly be wasting our time on irrelevant topics, but Mr. Balfour Browne will deal with the main topics, but if we had to reply to him it would give us the great advantage of concentrating attention on the main points of the case.

Chairman.—What we want from you, if you will excuse me, is the points that the General Council wish to raise before us, and not any criticism of any views that Mr. Balfour Browne may wish to put before us. I think that clears the ground.

Mr. Rosen, K.C.—Very well.

Counsel on  
behalf of the  
Irish County  
Councils  
General  
Council

Mr. Joseph  
Tallow,  
Manager,  
Midland  
Great  
Northern  
Railway,  
and  
Representative  
of the  
Associated  
Irish Railway  
Companies.

Mr. JOSEPH TALLOW, Manager, Midland Great Northern Railway, re-examined by the CHAIRMAN.

54711. You wish to give some evidence with regard to the tables of rates furnished by the Department of Agriculture?—Yes, but before I go into that I would like to hand in a statement, which, in fact, I was asked to do by the Secretary of the Commission, with regard to complaints of the Irish

Cattle Traders and Stockowners' Association against the several companies, and I now hand in the replies of the Great Southern and Western, the Midland Great Western, and the Dublin and South Eastern, to those complaints. The Great Northern Company have already sent in their replies direct to

the Secretary to the Commission. The lists comprise 104 cases, and of these a number are not complaints as they consist of applications for through rates and so forth, while others are so general that they cannot be classified as specific complaints. As the complaints extend over a period of six years it will be seen that the result works out to a very small number of complaints per company per annum. The average is about 7, and the replies which are given will, I think, conclusively prove that where any reasonable cause of complaint existed it has been pointed out, or in the case of claims for compensation they have usually been conceded. In about 20 of the cases given the railway companies are unable to

trace the complaints owing to the length of time which has elapsed since they were made, in the absence of complainant's names, and other necessary particulars. In every case an answer was sent to the Cattle Traders' Association. At the time these complaints began, say in April, 1903—

54712 To shorten the proceedings, would it be in accordance with your views if these answers that you have given in writing were placed upon the minutes?—Certainly.

54713 That as all you want?—Certainly. I would suggest that these should be included in the evidence.

54714 We agree that they should be included in the evidence?—Very well.

Jan 26, 1903.

Mr. Joseph Taffew, Manager, Midland Great Western Railway, and Representative of the Associated Irish Railway Companies.

STATEMENT OF Mr. JOSEPH TAFFEW, Manager Midland Great Western Railway, on behalf of the Irish Railway Companies, in reply to complaints from Irish Cattle Traders and Stockowners' Association.

(On the 1st July, 1903, the Secretary of the Commission sent me a list of complaints, which had been handed in, during his examination, by Mr. William Field, M.P., on behalf of the Irish Cattle Traders and Stockowners' Association, and at a later date Mr. Shanahan forwarded a supplemental list, as I have

stated. I now hand in the replies of the Great Southern and Western, Midland Great Western, and Dublin and South-Eastern Companies to these complaints. The Great Northern (Ireland) Company have already sent in their answers direct to the Secretary of the Commission.\*

Reply of the Irish Railway Companies to the complaints of the Irish Cattle Traders' and Stockowners' Association.

LIST OF COMPLAINTS FURNISHED THE COMMISSION BY THE IRISH CATTLE TRADERS' ASSOCIATION, AND THE REPLY OF THE RAILWAY COMPANIES THEREON.

DATE OF COMPLAINT AND NATURE OF SAME.

RAILWAY COMPANY'S REPLY.

April 2nd, 1903.—Complaint that on the Wednesday week previous cattle loaded at Ballytoppy did not arrive in Dublin until 2½ hours after loading. Distance, 71 miles.

The Company is unable to trace any complaint in connection with these matters.

The day following cattle from Gort arrived 18 hours after loading. Distance, 138 miles. April 7th, wrote the Department.

The company is unable to trace any complaint in connection with these matters.

April 16th, 1903.—Complaint as to condition of loading bank of Burr. Complaint that a stationmaster on G. S. and W. line refused to load cattle because they had not arrived 4 hours before time fixed for starting train.

April 15th, 1903.—Complaint that at last Moyle Fair horses were loaded at 12 o'clock because the officials stated that the train would start at 1 p.m. The train started at 4.30 p.m., and arrived in Dublin after 4 o'clock a.m. the next day.

This fair was held on the 6th March, 1903, but as particulars of the consignment are not given it is impossible to trace it. There were four specials from this fair—the first of which left at 11.5 a.m., second at 12.5 p.m., third at 1.55 p.m., and the fourth at 3.35 p.m. As it is so long ago the *Guard's Journal* cannot be turned up showing the running of the trains, nor can any complaint at the time be traced, but if such was made it was answered.

April 16th, 1903.—Complaint that at the last three fairs at Ennisworthy there were not sufficient wagons for the traffic. Horses, live stock standing on the bank for hours, and some horses did not arrive in Dublin till after 12 p.m.

The three fairs referred to were held at Ennisworthy on 21st January, 21st February, and 1st March, 1903. With regard to the transit arrangements in connection with the first fair, there was an ample supply of wagons for the live stock offered for conveyance by rail—28 wagons in all having been sent from Ennisworthy on the date in question. In addition to a special train for Wexford, there was four special trains run from Ennisworthy to Harcourt-street, Dublin. There was no delay in loading any of the live stock, nor was there any delay in transit to Dublin. In connection with the fair held in February, three special trains conveying live stock left Ennisworthy for Harcourt-street. There was also a special train with live stock despatched from Ennisworthy for Wexford at 11.25 a.m., and in all, there were 110 wagons of stock out of Ennisworthy on that date. There was no shortage of wagons, and no delay took place in the loading, nor did any avoidable delay in the transit to Harcourt-street occur.

On 1st March, 1903, three special trains with live stock left Ennisworthy for Dublin at 9.55 a.m., 12.50 p.m., 5.35 p.m.; arriving at Harcourt-street at 9.25 p.m., 7.49 p.m., 12.40 a.m. There was no time lost on the journey by the first and second specials, and the delay to the third special could not have been avoided. The live stock received for the first and second specials were loaded and despatched from

\* *Secretary's Note*.—The reply of the Great Northern (Ireland) Company is included at the end of Mr. Taffew's statement (p. 152-3).

Jan. 26, 1903.

DATE OF COMPLAINT AND NATURE OF SAME.

RAILWAY COMPANY'S REPLY.

Mr. Joseph  
Taffee,  
Manager,  
Wexford  
Great  
Western  
Railway, and  
Representative  
of the  
Associated  
Irish Railway  
Companies.  
Reply of the  
Irish Rail-  
way Com-  
panies to the  
complaints of  
the Irish  
Cattle  
Traders' and  
Stockowners'  
Association.

April 19th, 1903—continued.

Essentially without delay, but the despatch of the third special train appears to have been delayed for about thirty minutes waiting for some empty wagons from Macriss Junction, for horses received late in the day. This special, which left for Dublin at 5.26 p.m., was blocked at Ovens Station for about fifty minutes by the 6.5 p.m. down passenger train, and was further delayed for fifty-nine minutes at Geystones by the down night goods and mail train, detaching two wagons and waiting a passenger train, with the result that the train did not arrive at Harcourt-street until 12.40 a.m., thus having been 7 hours and 14 minutes on the journey; but the delays which occurred were unavoidable, owing to the exigencies of single-line working. In addition to the third special live stock trains run from Kinnscorthy to Dublin on 1st March, 1903, there was a special train with stock sent to Wexford. The fair was an exceptionally large one, there being in all 115 wagons of stock from it. With regard to the working of live stock from Kinnscorthy Fair, the last special takes all the horses, which generally arrive at the loading bank between 2 and 3 p.m., and any small lots of cattle which may not be bought until the afternoon. As will be seen from the foregoing, it was not the case that live stock from any of the fairs mentioned was left standing on the banks for three hours, because there was not a sufficient supply of wagons for the traffic.

In 1903 there was accommodation for 18 wagons at each of the two loading banks at Kinnscorthy, but an improvement has since been made, and now 25 wagons can be loaded at the Dublin bank and 22 wagons at the Wexford bank, or 47 wagons simultaneously.

The record of the running of the train in this case cannot be turned up, and as the sender's name is not given the commencement cannot be traced. We have not now the Guard's Journal of the train.

In this case a claim was received from Mr. F. Murphy, of Tinsley. The traffic was conveyed by the Wednesday cattle special train from Shillelagh, which, on the date in question, was delayed waiting stock, and did not leave Shillelagh until 1.44 p.m. It left Tinsley at 1.59 p.m., arrived at Aughrim 3.2 p.m., left 3.5 p.m., arrived Woodstock 3.15 p.m., left 3.21 p.m., arrived Rathfriland 4.15 p.m., left 4.24 p.m., having been blocked nine minutes waiting the 2.45 p.m. down passenger train to cross. It arrived at Wexford at 4.49 p.m., passing through that station without stopping, reached Geystones at 5.14 p.m., left at 5.26, arrived Bray at 5.34 p.m., left at 6.1 p.m., and arrived Harcourt-street at 6.44 p.m. These times are taken from the Train Signal Books, as the journal of the special train cannot now be traced.

In consequence of complaints received from stockmasters owing to late arrival of stock in Dublin, the company's traffic managers gave instructions that the Shillelagh traffic must be loaded in time to admit of the Wednesday Shillelagh train leaving about 10 or 11 a.m. This has since been carried out, and we have no complaints for three or four years.

The Saturday in question was April 25th, 1903. On that date there was a very large fair at Kinnscorthy, but the company cannot trace that there was any shortage of wagons. Five special trains were despatched from the fair, and 150 loaded wagons. The first special left for Dublin at 10.30 a.m., with 29 wagons, and took all the full wagon loads at that hour. The second special left for Wexford at 12 noon, with 26 wagons; the third special left for Wexford, at 12.45 p.m., with 23 wagons; the fourth special left for Dublin, at 2 p.m., with 41 wagons, taking all the cattle loaded the company between the departure of the 10.30 a.m. special and the 2 p.m., the fifth special left for Dublin at 5.45 p.m., with 45 wagons. This is the horse special, and takes fair cattle which may come late to hand. The horse fair does not begin until after noon. No complaint of correspondence can be traced in connection with this fair.

April 22nd, 1903.—Complaint that cattle loaded on Friday last at Leegheen at 12.30 p.m. arrived in Dublin at 12.30 a.m. following day. Distance, 115 miles.

April 22nd, 1903.—Cattle and sheep loaded 22nd inst. at Tinsley, 9.40 a.m., reached Harcourt-street 6.45 p.m. Distance, 59 miles.

April, 1903.—Last Saturday, at Kinnscorthy, cattle ready for loading between 7 and 8 o'clock were not trucked till 12 o'clock owing to absence of wagons. Live stock missed shipping.

DATE OF COMPLAINT AND NATURE OF SAME.	RAILWAY COMPANY'S REPLY.	Jan. 26, 1903
May 28th, 1903.—Complaint of absence of wagons at last Kildare Fair, and want of facilities for loading at all times.	The Company is unable to trace receipt of this complaint.	Mr. Joseph Telford, Manager, Midland Great Western Railway, and Representatives of the Associated Irish Railway Companies.
September 3rd, 1903.—Complaint that at last Ballina Fair there were no porters to assist in loading.	It is presumed that the fair referred to was held on the 12th August, 1903, from which there were 36 wagons of stock. In addition to the station staff, who assisted at this fair, viz., shunters, foreman and two porters, an extra foreman and two porters were sent specially to Ballina on the occasion. The statement that there were no porters to assist in, therefore, incorrect.	Reply of the Irish Railway Companies to the complaints of the Irish Cattle Traders' and Stockowners' Association—con.
September 3rd, 1903. Complaint as to absence of sufficient number of wagons at last Ballinasloe Fair.	There were 474 wagons of stock from this fair, and as it is held on the first Wednesday in September, and stock for the Dublin weekly market is forwarded on the same day, difficulty was experienced in supplying wagons to meet both the fair traffic and market stock, and some delay occurred. As a rule, 600 wagons are supplied for this fair, and about 350 for market stock, and, in addition, the ordinary goods and merchandise traffic, of course, had to be provided for. The company approached the Ballinasloe Fair authorities on more than one occasion to alter the date of the fair to some other day in the week, but this they declined to do.	
September 3rd, 1903.—Complaint that trader was told to have cattle at Kilcock Station before 10 o'clock. Two wagons did not arrive till 3 o'clock, p.m., at Liffey Junction.	On this occasion the stock did not leave Kilcock until 3.37 p.m. by goods train. Time was owing to Ballinasloe Fair, from which there were eleven specials. In the absence of further particulars, the complaint referred to cannot be traced.	
September 30th, 1903.—Complaint that cattle loaded at Mullingar at 12.30 a.m. did not arrive at North Wall till 8.30 p.m.; and although the Scotch boat was delayed for 30 minutes it was used, and so was the market.	The company cannot now trace this complaint.	
October 12th, 1903.—Complaint that horses loaded at Boyle at 3 p.m. did not arrive at Liffey Junction till 3 a.m. next day. Distance 112 miles. Delay caused by absence of wagons.	These were 115 wagons from this fair, but as far as can be traced no delay was caused by want of wagons. Unfortunately, however, during the working of the fair a shunter met with an accident, which necessitated the amputation of both his feet. This accident upset the working, and threw it back somewhat.	
October 20th, 1903.—Train from Dublin to Naas left Kingsbridge at 6 a.m., instead of 5.30. Reached Naas 7.45. Fair nearly over.	The hour the train arrived at Naas—7.45 a.m.—is quite early enough to commence loading.	
29th October, 1903.—Saturday week.—Cattle booked L. and N.W. Co. for shipping. Passed Junction for M.G.W. yard at 7.50 p.m.—Came back to L. and N.W. bank at 8.50. Some beasts down.	Do not understand what this refers to nor can the matter be now traced.	
October 27th, 1903.—September 24th two wagons of cattle were loaded at Roscommon for Ballyhaunis at 3.30 p.m. Two men were left at that station waiting for stock. Did not arrive until 7 a.m. on the 25th. Complaint stated he would have put in a claim only the company owed him a lot of claims, and would pay none. Complaint also made as to want of pen accommodation at Ballyhaunis.	Roscommon to Ballyhaunis, C.E. 146, 25/9/03. Webb, 15 cattle—2 wagons at 18s. 6d. Paid £1 17s. 4d. The above appears to be the consignment referred to. The stationmaster at Roscommon has no record of this transaction, and there is no reference to previous correspondence nor any trace of complaint. The stock would either go forward by the 1.30 a.m. Westport goods on 24th September or 2.30 a.m. down Ballina goods on the morning of the 25th, according to time loaded.	
March 24th, 1904.—Complaint cattle booked at Timahilly on 23rd inst., at 10 a.m. did not arrive in Francis street till 9 p.m.	The usual Wednesday cattle special train left Sluagh on this date at 10.52 a.m. with 7 wagons of cattle. It was delayed 1 hour and 51 minutes at Finsbury, owing to heavy traffic at the Inn, and did not get away from that station until 1.1 p.m., having lifted 23 wagons. It had to call at Ballinglen, where it lifted 3 wagons, at Aughrim, where it lifted 4, at Woodenbridge, where it put off 3, at Ormeau, where it put off 5, at Rathfriland, where it lifted 5 and took on a pilot engine. It stopped at Greystones to put off 2 wagons, and leaving that station at 5.30 p.m., it arrived at Harcourt street at 6.28 p.m. In addition to the delay caused by putting off wagons at Ormeau, it was also blocked at that station by a cattle special from Ennisceorthy, on to which five of the wagons from the Shillelagh special were transferred. The Ennisceorthy special reached Dublin at 6.22 p.m., 19 minutes ahead of the Shillelagh special, and considering the work to be performed, the service must be considered a good one.	

Jan 28, 1904.	DATE OF COMPLAINT AND NATURE OF SAME.	RAILWAY COMPANY'S REPLY.				
Mr. Joseph Tullow, Manager, Midland Great Western Railway, and Representative of the Associated Irish Railway Companies. Reply of the Irish Railway Companies to the complaints of the Irish Cattle Traders' and Stockbreeders' Association— <i>con.</i>	March 30th, 1904.—Cattle booked March 30th from Maryborough at 8.45 a.m. did not arrive in Dublin till 8 p.m.  April 5th, 1904.—Claim made against company for killing several beasts injured in transit.  July 1st, 1904.—Mr. Clifford paid £12 10s. compensation by Midland Great Western Company to satisfy claim of £33. Writ was issued before this sum even was paid.	The engine of the train conveying the stock failed on this occasion, which caused the delay. The breakdown of the engine could not have been foreseen, and the delay was quite unavoidable.  In absence of further particulars, this matter cannot be traced.  This claim was made by Mr. Clifford, of Kilmessan, for £31 10s., value of three bullocks, which died in transit from Roscommon to Hill of Down on the 1st March, 1904. The report of the cattle inspector made at the time in regard to the Roscommon fair, states that so severe was the weather the cattle were scarcely able to stand on their feet, and that this was fully evident on the day of the fair. It stated that cattle from all the fairs in March, 1904, were very weak, and the inspector states he saw some of them going down before the train started. Mr. Clifford's consignment of 21 stone cattle were loaded in two wagons about 12.30 p.m., were booked and paid for about 1.20 p.m., and were sent away by third special at 1.30. There was very little shunting to the special at Roscommon. The special did not stop between Meath and Mullingar, and on examination at the latter station eight cattle were found down, and three of them were dead. The claim, after being fully inquired into, was decided on 6th May, 1904, and was then taken up by the Cattle Traders' Association, who communicated with Mr. W. Wallis, asking him to approach the company on the subject, and stating that Mr. Clifford, acting on the advice of the Cattle Traders' Committee, agreed to accept £12 10s. in settlement of the claim, provided his solicitor's and his own costs, amounting to two guineas, were also paid, and this sum of £14 12s. was duly paid.				
July, 1904.—Letter from Tullow Town Commissioners complaining of want of loading facilities.	July 22nd, 1904.—Complaint of M-G-W- Company charging 3s. 6d. for one sheep from Denmore.	Resolutions have been passed by the Tullow Town Commissioners complaining of the loading facilities at Tullow Station. The existing cattle bank can accommodate 13 wagons at a time, and is reasonably sufficient for the traffic which has to be dealt with.  The company is unable to trace any entry for one sheep from Denmore to Dublin during the months of June, July, and August, 1904, nor is there any trace of any entry where there was one animal in excess of a pair track on or about the date given, nor that any complaint was made to the company at the time or since as regard to the charge. The rate of 3s. 6d. is the minimum charge for one small animal by goods train from Denmore to Dublin.				
July 29th, 1904.—Complaint that cattle loaded last Monday at Killoona reached Mullingar at 10 a.m., but did not arrive in Dublin till after 6 p.m., and missed the Manchester market.	August 25th, 1904.—Cattle loaded at Maynooth and Killoek at 12 noon on 22nd inst. arrived at North Wall at 7 p.m. Missed boat.	The company is unable to turn up any particulars as regard to this complaint.  Cannot trace any complaint at the time about stock from Maynooth and Killoek missing boat, nor can it be ascertained when the stock left the station, in the absence of particulars as to sender's or consignee's names.				
September 12th, 1904.—Complaint of want of thorough rates from Tullow to Kilmessan. Had to walk stock from Keshel — miles.	September 30th, 1904.—Complaint of absence of facilities at Broadstone on Wednesday re portage assistance.	The following thorough rates have been in operation between these stations for live stock since November, 1904, via Athlone:— <table><tr><td>Part track,</td><td>44s. 6d.</td></tr><tr><td>Track,</td><td>67s. 6d.</td></tr></table> On application being made they were at once granted.  It is presumed this refers to Liffey Junction and not to Broadstone, which is a purely passenger station. It is not a fact that there is an absence of portage facilities for unloading stock at Liffey Junction on Wednesdays, as on that day two porters from North Wall and two from Broadstone are specially sent to assist the station staff in unloading her stock, and on busy occasions a further extra man is employed.	Part track,	44s. 6d.	Track,	67s. 6d.
Part track,	44s. 6d.					
Track,	67s. 6d.					



## DATE OF COMPLAINT AND NATURE OF SAME.

## RAILWAY COMPANY'S REPLY.

Jan. 20, 1904.

October 6th, 1904.—Complaint re delay of sheep from Carr resulting in loss of market.

This complaint is for overhauling of stock. Mr. Dolan got a special service to Rallythopy, and the stock were taken on by a Limerick cattle special, which met with some delay, which was unavoidable, and the train arrived at North Wall after the L. and N.W. Company's boat had left. The cattle were not booked through, and there was no neglect of any kind on the part of the company.

Mr. Joseph Tolson, Manager, Midland Great Western Railway, and Representative of the Associated Irish Railway Companies.

October 18th, 1904.—Cattle loaded 7th October at Ballinsloe at 3 p.m., started at 5 p.m., reached Hill of Down 6 a.m. on the 8th inst. 83 miles—13 hours. Cattle loaded same day and place 5 p.m., reached Enfield 6 a.m. following day. 65 miles—15 hours. Cattle loaded Moate 12th October at 7 p.m., reached Liffey Junction at 4.30 p.m. One beast dead, and four lying down.

The company is unable to trace the two first complaints. With regard to the third complaint there were 15 wagons of stock from Moate to North Wall sent by the 3 a.m. Galway goods, which arrived at 10.5 a.m., left at 11.15 a.m. The train was unfortunately 2½ hours late, but as it occurred so long ago the cause cannot now be ascertained.

Reply of the Irish Railway Companies to the complaints of the Irish Cattle Traders' and Stockowners' Association—*cont.*

October 20th, 1904.—Complaint as to the G.R. and W. Company taking off the Charles train.

See reply to similar complaint further on.

October 20th, 1904.—Complaint of trader who loaded six wagons of cattle at Abbeylara that his stock were delayed, and in consequence the boat was missed. He stated that he saw the train with the stock passing by Maryborough thirty minutes before the Rathfriland special passed there, but that this latter consignment reached Dublin first and in time for the boat.

The special from Abbeylara had to go into Kingsbridge yard to detach the wagons containing cattle. Meantime the special from Rathfriland arrived, and was very properly sent on to North Wall ahead of it.

October 20th, 1904.—Complaint as to condition of Maynooth leading bank.

An entire new bank has been constructed at Maynooth. A considerable quantity of land was also acquired at this station for paddocks. The difficulty in improving this bank previously was owing to want of land for the purpose, which had to be acquired. The bank accommodation at Maynooth is now one of the best and most up-to-date on the line.

October 27th, 1904.—Last Train fair four wagons of cattle did not reach Enfield until 14 hours after loading. Stock via G. R. and W. R. sent more expeditiously. Two wagons of cattle loaded at Traun on 19th inst., at 2 p.m., did not arrive at Gibbstown till the day following at 5 p.m., 149 miles—27 hours.

Regarding the first consignment, which cannot now be traced, these were six special trains on that date which arrived at Athlery from G.R. and W. Company as follows, and were despatched as follows:—

1st special,	10.54 a.m.	11.13 a.m.
2nd "	2.36 p.m.	3.50 p.m.
3rd "	3.20 "	3.32 "
4th "	5.22 "	5.50 "
5th "	6.35 "	5.49 "
6th "	By goods.	7.22 "

With regard to the two wagons of cattle loaded at Traun, on the 19th October, in the absence of particulars of the name of sender or consignee the consignment cannot be traced; but the 19th was the sheep fair at Traun, and no cattle can be traced on that date for Gibbstown.

Complaint as to delay from Maynooth and also as to the leading bank there. Trader stated that he walked the cattle to Kilcock, 5 miles, to avoid this bank.

See reply to similar complaint above.

October 27th, 1904.—Complaint of want of assistance in unloading at the L. and N. W. yard.

The Irish Railway Companies are not concerned in this complaint.

November 3rd, 1904.—October 29th nine wagons of cattle booked from Fralee to Athlery by the 6.30 p.m. passenger train, arrived the following day at 7 a.m. Several beasts injured, one died. Action taken against the Company, dismissed.

The company is unable to trace this matter, but the case having been dismissed, it would go to show that there was no blame attaching to the company.

November 24th, 1904.—Complaint of absence of wagons at Mallow on 31st October—Stock of two wagons had to remain all night in fields, and missed boat and market.

This October fair at Mallow usually turned out about 100 wagons. On this occasion the fair turned out 154 wagons, and some delay necessarily occurred in getting up an additional special. When the wagons arrived, Mr. Devitt was offered one, but he declined to avail of it, as he had put his cattle into a field.

November 27th, 1904.—Complaint that beast was killed at Cuba station, having got down on the rails owing to unprotected state of leading bank. Compensation paid after long delay and correspondence.

This beast got down on the line after being delivered to Cuffe's man, and was killed. On account of his traffic, the company paid him for the animal.

Jan 26, 1905.

Mr. Joseph  
Tollow,  
Manager,  
Midland  
Great  
Western  
Railway, and  
Representative  
of the  
Associated  
Irish Railway  
Companies.  
Reply of the  
Irish Railway  
Companies to the  
complaints of the  
Irish Cattle  
Traders' and  
Stockowners'  
Association—  
con.

## DATE OF COMPLAINT AND NATURE OF SAME

## RAILWAY COMPANY'S REPLY

*November 24th, 1904.*—Complaint that there was no through rate from Fethard to Shrewsbury.

The through rates were arranged when they were asked for, and for the eight months after being issued were not used.

*December 28th, 1904.*—Complaint made by a trader that on the 5th inst cattle were delayed at Enfield owing to absence of wagons. He was again disappointed on 12th inst., although he gave notice. The result of delay was that the stock was unable to stand the journey. One beast had to be killed in Manchester, and having disposed of eighteen cattle at £21 10s., the cheque was stopped by purchaser owing to the condition in which the beasts were found to be.

The company has made full inquiries at Enfield, but cannot trace that any stock was forwarded from that station on 5th December, 1904, nor that any complaint was received on the subject. No complaint can be traced of delay of stock on the 12th December.

*January 12th, 1905.*—Complaint as to absence of assistance and wagons at Tipperary, December 10th. Cattle delayed from 8 a.m. till 4 p.m. as consequence.

The company is unable to trace from particulars given: That any such delay as stated could arise in the highest degree unlikely.

*January 19th, 1905.*—Complaint that last November men were sent to Hazelhatch between 12 and 1 a.m., to meet cattle from train. Did not arrive till 7 a.m. The station was closed, and the men had to stay on the roads all night.

The company has no trace of receiving any complaint in connection with this matter.

*January 19th, 1905.*—Complaint that cattle have to be loaded at Ballybrophy at 6 p.m., and do not leave till 3 a.m., standing all the time.

The letter from the Irish Cattle Traders' Association, dated 18th January, 1905, read as follows:—

"Several complaints have been made that cattle from Ballybrophy have to be loaded now on Tuesdays at 6 p.m., and that they do not leave that station till 3 a.m., and arrive in Dublin early on Wednesday morning. Until recently, cattle from there for Dublin Market left Ballybrophy at 12 noon on Wednesday for Dublin. The change seems absurd, but possibly it is more of the cheese-paring policy."

The company replied on the 26th:—

"January, 1905

"With reference to your letter of the 18th inst., relative to the transit of stock from Ballybrophy to Dublin, I beg to say that your information is incorrect. The animals are loaded up to 7 p.m. on Tuesdays, and are forwarded by special train, which leaves Ballybrophy about 7.30 p.m., arriving in Dublin about 1 a.m."

*January 19th, 1905.*—Complaint as to excess fare paid from Fethard to Thurles, owing to absence of through rate from Fethard to Shrewsbury.

See reply to previous complaint regarding through rates, Fethard to Shrewsbury.

*February 22nd, 1905.*—Complaint that on 22nd January last, Meade stationmaster refused to take on cattle wagons, although a goods train passed that station that day. Cattle kept till Monday morning.

The 22nd January was fair day at Meade, and a special of stock left on that day with 25 wagons. A special of cattle arrived at Meade at 10.8 p.m., and left at 10.30 p.m., stopping for water only, and the may be the goods train referred to. The stationmaster states he cannot recollect any complaint being made.

*March 2nd, 1905.*—Complaint as to the loading bank at Enfield; resolution carried in favour of having banks with pens similar to the system in vogue on the Liverpool system of the Lancashire and Yorkshire Co. Public attention directed to the bad arrangement at Cyber, Kilkenny, Thurles, Tipperary, Kilmallock, Charleville, Abbeyfeix, Ballyvaughan, Knocklong, Fermoy, Middleton, Rathkeale, Kiltinney, Mullingar, Ballinasloe, and Maynooth. March 12th, 1905.—Letter to the Department as to loading banks.

See evidence on this subject given by Mr. Joseph Tollow, Manager, Midland Great Western Railway, on behalf of the Irish Railways.

*March 20th, 1905.*—Complaint of delay in forwarding cattle from Ennis to Maynooth on the 20th inst.

This complaint has been carefully looked into, but the company cannot find that they carried any stock from Ennis to Maynooth on the 20th March, 1905.

Public protest against consignment notes by which the carrying companies practically relieve themselves of all liability.

See evidence on this subject given before the Commission.

*May 4th, 1905.*—Cattle loaded at Longford, 13th April, at 4 p.m., started for Drozmore at 7 p.m. Reached Mullingar at 10 p.m., Clonsilla at 1.30 a.m., and Drozmore at 4 a.m., although a special had been promised.

In absence of further particulars of the consignment, the company is unable to trace it, nor to find who promised the special.

*June 12th, 1905.*—Claim made against G. S. & W. Co. on account of trader crossing market through the default of the Company to run a special.

The company is unable to trace this complaint from particulars given.

## DATE OF COMPLAINT AND NATURE OF SAME.

## THE RAILWAY COMPANY'S REPLY.

Jan. 25, 1906

August 3rd, 1905.—Complaint as to rates from Cork to Dublin.

The Dublin rates were complained of, but they were reasonable figures and the Company declined to alter them. The wagon rate is only 2s 3d over the Goods' Cross rate.

Mr. Joseph  
Teller,  
Manager,  
Midland  
Great  
Western  
Railway, and  
Representative  
of the  
Associated  
Irish Railway  
Companies.  
Reply of the  
Irish Railway  
Companies to  
the complaints of the  
Irish Cattle  
Traders' and  
Stockowners'  
Association—  
cont.

September 7th, 1905.—Cattle and sheep loaded at Killock at 11 a.m. did not arrive at Liffey Junction till 9.30 p.m. on the 6th.

This complaint was made by Mr. C. Barry as to the transit of his cattle and sheep from Killock to Liffey Junction. Mr. Barry had 11 cattle, 131 sheep, and 22 lambs in 7 wagons on the day in question. They were loaded at Killock between 11 and 12 noon, on which day there were 30 wagons of stock from Killock for the Dublin market. 20 wagons of the 30 were sent forward by an Enfield special at 1.59 p.m., and these were delivered at 2.55 p.m. The remaining 10 wagons could not be worked away until a Mullingar special at 5.25 p.m., and among them were Mr. Barry's three wagons complained of. They were delivered at 6 p.m. The day in question happened to be Ballinasloe Eve Fair, and from Ballinasloe also we had no less than 14 specials with 471 wagons. It was also Wednesday, the day for Dublin market stock, and for the market we had, to Liffey Junction alone, 360 wagons, a total of 681 wagons, in addition to the other requirements of the line. The delay in this case was exceptional.

The Company cannot now trace this complaint.

September 24th, 1905.—On the 16th inst. a trader desired to through-book sheep from Castlereagh to Surin. Refused, although he had done so only six months previous. He had to walk his sheep 17 miles because of the refusal of the Company.

On the 11th September, 1905, there were 5 wagons of sheep booked by O'Grady, Tunn, to Croan, Gibbstown. The stock were loaded about 1 p.m. Four wagons left by the 5th special at 2.15 p.m. The fifth wagon was sent forward by Goods Train which left Tunn at 3.22 p.m. The 5th special had 40 wagons on, which accounts for the full engagement of stock not being sent forward at the same time. There were 300 wagons of sheep out of this fair.

November 2nd, 1905.—Complaint that the cost of carrying a lamb from Enfield to Carbury, a little over 6 miles, was 3s 11d. The first class passenger fare for that journey is 1s. 4d.

The charge for one small animal is 2s. 6d. by Goods Train from Enfield to Carbury, but in this case the animal was conveyed by Passenger Train, for which 10 per cent. is added to the Goods Train rate. Consignee, however, refused to pay the additional 10 per cent.

January 11th, 1906.—Complaint that a trader called upon Manager, G. S. & W., and arranged on the 4th inst. to have cattle and one wagon of sheep taken by special from Burr on the 10th. Stock arrived in time, but were not taken. Did not arrive in Cork till 5.30 a.m. on the 11th, and could not be sold on account of their condition.

Mr. Wallace made arrangements for wagons to be sent to Roscrea in time for Burr special, and the wagons were sent, as arranged. No promise was made him that stock would be carried by the Burr special. On the contrary Mr. Wallace was told at Roscrea that the despatch of his cattle by the Burr special depended on there being room on the train, and his stock were not accepted for conveyance. The Burr special was fully laden, and if we took on Mr. Wallace's stock we would have had to throw off an equal number of wagons containing stock belonging to some other dealer.

February 22nd, 1906.—G. S. & W. refused to give a special for 25 wagons of stock.

The Company ran a special cattle train on the date, which left Albi at 11.30 a.m., and it was considered this was sufficient for the stock. There is no reason why two trains should be run with half loads within an hour and a-half of each other when one train would do.

February 22nd, 1906.—Complaint that trader arranged with stationmaster at Charleville to take his stock from Kilmallack on the 10th inst. This was not done, although the cattle were loaded at Kilmallack at 9.30 a.m. on the 10th. The stock arrived in Dublin at 5 a.m. on the 11th.

Mr. Fraser, Dundren, had three wagons of cattle from Kilmallack. The Charleville special had a full load of wagons on, with the result that the stock had to remain over for a later train. If the stationmaster at Kilmallack put on Mr. Fraser's three wagons of cattle on the Charleville special he would, of course, have had to throw off three wagons belonging to some other dealer.

April 12th, 1906.—On the 29th March, at Loughrea, at 8 a.m., 24 wagons were filled and the engines ready, and although requested to proceed on the journey did not do so until nearly 3 p.m. 200 cattle were left on the platform owing to the absence of wagons. Cattle fell during the journey and had to be unloaded.

The complaint in this case was made by Mr. William Casey, of Killybegs, in connection with the arrangements for Loughrea Fair on the 29th March, 1906. From this same fair in 1905 there were only 16 wagons, while from the fair complained of there were 43, an increase of 27. The loading of the 24 wagons referred to was not finished until 11.30 a.m., and were not loaded until after 12 noon, when owners came up. The line, which is a single one, was then occupied by a passenger train, and it was decided to postpone loading, and the special left at 12.50 p.m.

Jan. 28, 1909.	DATE OF COMPLAINT AND NATURE OF SAME.	RAILWAY COMPANY'S REPLY.
Mr. Joseph Tallow, Manager, Mullinah Cross Western Railway, and Representative of the Associated Irish Railway Companies. Reply of the Irish Railway Companies to the complaints of the Irish Cattle Traders' and Stockowners' Association— <i>con.</i>	<p>April 12th, 1906—<i>continued.</i></p> <p>May 3rd, 1906.—2 wagons of cattle loaded at Westport on the 27th ult. at 10 a.m. did not reach Liffey Junction till the 28th at 2 a.m.</p> <p>June 7th, 1906.—Request to G. S. &amp; W. to fix through load rates for sheep from Tallaght, Birr, and Roscom to London, Liverpool, and Manchester.</p> <p>September 6th, 1906.—Complaints as to sending cattle from Tull to Dublin.</p> <p>September 27th, 1906.—6 wagons of cattle loaded at Balls at 7.45 a.m. on the 26th and reached Dunboyne at 10.10 p.m. 5 of the cattle were down in the wagons. Some were injured, one was much tired, and was sold for £3 1s. 6d., the price of the skin.</p> <p>September 27th, 1906.—Cattle loaded at Moate for Dublin at 8 a.m. arrived at Liffey Junction at 5 p.m. and were given to trader's men at 8 p.m. Some of the cattle were in a brayed condition. Committee at present considering the question of prosecuting the Company for cruelty to animals.</p> <p>October 4th, 1906.—Complaint as to the stoppage of the market train on Wednesday from Mayboro'. Cattle have now been sent on Tuesdays or by Passenger Train on Wednesday.</p> <p>October 4th, 1906.—Complaint as to the want of train facilities from Roscom to Mayboro'.</p> <p>October 11th, 1906.—245 sheep in 3 wagons loaded and loaded at Ballinascob before 9.30 a.m., reached Enfield 5.35 p.m., and kept in the wagons from that till 10 p.m., although men were there from 3 p.m. to meet the stock. As a protest, at the next fair he walked his cattle from Ballinascob. Company lost £34 freight, and the complainant saved nearly half that amount.</p> <p>October 18th, 1906.—Complaint that on 4th June 50 cattle booked from Wexford to Liverpool delayed in unloading at Dublin, with the result that the boat was missed and also market.</p>	<p>with 32 wagons. Wagons were then got ready for the remainder of the stock, which were loaded up and forwarded by a second special at 3.45 p.m. The day was a warm one, and everything possible was done for the stock, which were specially looked after on the journey. It may be added that Mr. Casey had no stock booked in his own name, but he was along with Mr. McNally, who booked 22 cattle to Mullingar.</p> <p>Special left Westport at 12.30 p.m., but engine broke down and had to be taken in again. This caused a delay of 2 hours 15 minutes to special of stock, which, under the circumstances, was unavoidable.</p> <p>There are track rates in operation between the stations named which are sufficient for the traffic.</p> <p>The consignments referred to cannot be traced.</p> <p>These cattle were loaded about 8 a.m. and forwarded about 10 a.m. when the special had been loaded and made up, the fair being a late one. The distance from Balls to Roscom is 135 miles. The line from Balls to Roscom is a single line, and there were 254 wagons of cattle from Balls and 112 from Roscom on Fair on the date in question.</p> <p>The cattle arrived at Liffey Junction at 4.55 p.m. 8 special trains with live stock had previously arrived there in quick succession from 1 p.m. Three of these trains were being unloaded at the cattle banks when the stock referred to arrived. The banks being engaged with the three specials the train containing the cattle in question could not be brought to the bank for unloading until the wagons at the bank had been discharged, which was not until 5.35 p.m. There were about 100 wagons of stock on the three specials, which were all unloaded in 40 minutes and the empty wagons taken out from the bank, so that there was no delay. Everything possible was done by staff to hurry on delivery of stock. There were 350 wagons of stock on this date, all of which were cleared off at 6 p.m. The complaint was not made until 4th October, 9 days after delivery of stock.</p> <p>The Company have no trace of the complaint referred to. The change in the running of the cattle train was made to suit the convenience of the majority of senders who were in the habit of sending cattle by Goods Train on Tuesday nights.</p> <p>The Company cannot trace any complaint about the service. Cattle loaded at Roscom can go forward by Goods Train leaving Roscom at 9.45 p.m., and what is due to arrive at Mayboro' at 12.15 a.m. There is no regular traffic.</p> <p>The following letter was sent at the time—</p> <p>"With reference to your letter of the 9th October in regard to your sheep from Ballinascob to Enfield on the 2nd ult.—I have made inquiries into the matter and regret very much the delay which occurred in unloading. We had an Inspector in charge of the arrangements for unloading and delivering live stock from the fair, at Hill of Down and Enfield, and in connection with the running of the special generally on that part of the line. As you are aware, there was a large amount of live stock traffic to be dealt with, and the difficulty which our Inspector had was to avoid delay to the trains generally. The matter of loading bank accommodation at Enfield has been before my Directors and is receiving their attention with a view of providing additional accommodation to avoid such delays in future. I can only express my regret that your stock was delayed on this occasion."</p> <p>These cattle were not loaded at Wexford until 12 p.m. on 4th June. They occupied five wagons, and at the time of loading the Stationmaster at Wexford informed the sender that no guarantee could be given by him that the cattle would be in time to catch the North Wall boat sailing that night. They were put on a special cattle train, which left Wexford at 2 p.m., as soon as the whole of the cattle from the Wexford fair on that date had been loaded.</p>

## DATE OF COMPLAINT, AND NATURE OF SAME.

## RAILWAY COMPANY'S REPLY.

Jan. 25, 1906.

October 18th, 1905—continued.

They reached Bray, 80½ miles from Wexford, at 6.10 p.m., and were despatched thence for North Wall, via Loop Line, by a special train at 6.35 p.m., preceding the regular passenger train due to leave at that hour, but it was not practicable for a train leaving Bray at 6.35 p.m. to reach North Wall before 7.30 p.m., the hour at which the L. & N.W. steamer sails, and as a matter of fact this train was blocked by signals at Armona-street and Newmarket. The agent at Armona-street telephoned to the L. & N.W. Co., at North Wall, regarding the stock, and informed him how the train was running. In the circumstances it does not appear that any fault attached to the Company for the cattle having missed the North Wall connection.

Mr. Joseph Tullow, Manager, Malheur, Great Western Railway, and Representative of the Associated Irish Railway Companies.  
Reply of the Irish Railway Companies to the complaints of the Irish Cattle Traders' and Stockowners' Association—*con.*

October 18th, 1905.—Complaint re absence of day service for live stock on the G. S. & W. system. Cattle have to be loaded at 6 p.m. at such stations as Thurles and Templemore, and are kept standing in the wagons waiting for the arrival of the night train from Malrow. This of itself is cruelty to animals, and the Commission is in communication with the Society for the Prevention of Cruelty to Animals to prosecute.

October 18th, 1905.—Complaint that there is no assistance given in loading on G. S. & W. system as a result of cutting down the staff.

This complaint arose owing to a train being taken off. The first portion of it was met by accepting cattle up to 11 p.m. for conveyance. There is no load for a day goods train. We run a short train on Tuesday and Friday about the time the complaint was made, but it was run at a loss on Tuesdays. Arrangements are now in existence to take stock by passenger train at goods loads or alternately by a special, but the Company rarely gets any.

The Company emphatically denies that insufficient staff are sent to meet the requirements of farms.

October 18th, 1905.—Complaint that on the 9th a trader had ordered wagons to take cattle from Trim to Dublin. Stock arrived thirty minutes before the time fixed for starting train. Stock not taken—all wagons full. Cattle had to wait four hours.

The sender did not order the required wagons for his stock until 7.40 p.m. on Tuesday evening, when his man was informed by the Stationmaster that he was very late in so doing. There were 15 wagons at the station at the time, and the complainant's messenger was told that he could get two of these if he came early with the stock on the next day, but he did not arrive until wagons were loaded by owners of other stock. If the required wagons had been ordered earlier they could have been supplied in time, but under the circumstances it was necessary to wait the arrival of more wagons from Dublin.

SUPPLEMENTAL LIST OF COMPLAINTS FURNISHED THE COMMISSION BY THE IRISH CATTLE TRADERS' ASSOCIATION, AND REPLY OF THE RAILWAY COMPANIES THEREON.

## DATE OF COMPLAINT AND NATURE OF SAME.

## RAILWAY COMPANY'S REPLY.

November 1st, 1905.—Complaint from Mr. J. Taylor, Knockma, Mullingar, as to delay in forwarding cattle from Longford to Multyfarnham.

The cattle in this case were delayed some hours in consequence of the special by which they were being conveyed having to be halted at Edgeworthstown bank owing to the bad weather and slippery state of the rails. The complainant was compensated.

December 2nd, 1905.—Complaint from Mr. Goodman, Trim, that on the 9th of November, 1905, he loaded at Roscommon 20 bullocks and consigned them to Nobber. They were in the wagons at 11 a.m., but did not reach destination till 7 a.m. following day. One beast was dead and two injured.

Mr. Goodman was informed at Roscommon that as there were only two wagons of cattle on the date mentioned for the Meath Branch his stock would have to wait at Liffey Junction for the ordinary Meath line goods train. The cattle, with others, were forwarded from Roscommon to Liffey Junction by special train. Mr. Goodman, however, made a claim, and the Company, whilst not admitting any liability, paid him compensation to meet him in the matter.

December 3rd, 1905.—Complaint as to G. S. & W. Railway, as to delay in sending cattle from Tullow to Dublin on November 7th, 1905. Informants stated cattle arrived at Dunlavin at 1.30 p.m., boxed at 2.30 p.m., arrived at Cabra at 6 p.m. in bad condition. Complaint also as to charges from Dunlavin to Dublin—20 miles—the charge is £1 1s. 8d., but from Dublin to Belfast—115 miles—the charge is only £2.

These cattle were carried by a cattle train which runs from Tullow in connection with the Dublin market. The train left Dunlavin at about 4.30 p.m., but was delayed at intermediate stations by evening passenger trains and two other cattle specials. There was no need to put the cattle into the trucks as early as 2.30 p.m. seeing that the train only passed inwards to Tullow at 1.15 p.m. There was no avoidable delay in the running of the train from Dunlavin. The rate of £2 for cattle between Dublin and Belfast is a temporary rate, and the Company cannot accept it as a basis for reviewing their figures.

December 5th, 1905.—Complaint as to the delay and loss of market by Mr. M. Kierman against D. W. & W. Co.

This complaint has already been answered under date of October 18th, 1905.

Jan 26, 1909.

## DATE OF COMPLAINT AND NATURE OF SAME

## RAILWAY COMPANY'S REPLY.

Mr. Joseph  
Tallor,  
Maunor,  
Midland  
Great  
Western  
Railway, and  
Representa-  
tive of the  
Associated  
Irish Railway  
Companies.

December 26A, 1906.—Complaint from Mr. P. T. Stoen of the very great inconvenience and cost attending travelling on the M. G. W. Railway to the principal fairs on that line, such as Balla, Boyle, Roscommon, Loughes, Take Boyle, for instance, if you cannot complete your business against 10.29 a.m. you have to remain till 4.12 p.m., when you are charged excess fare for travelling on night, and if you want to get to any station south of Mullingar, must change and wait for 7.30 p.m.

Body of the  
Irish Railway  
Companies to  
the com-  
plaints of the  
Irish Cattle  
Traders' and  
Stockowners'  
Association—  
1906.

February 27A, 1907.—Complaint that on the 26th instant, G. S. & W. refused Mr. Jeffrey head rate from Middleton to Cork, 12 miles, and in consequence had to pay £s. 84. freight for one cow.

February 28A, 1907.—Complaint that on the 27th February Mr. Robertson booked cattle at Greystones at 12 noon. The stock arrived at Harcourt-street at 4.30 p.m., but although men were waiting for stock from 3 o'clock they were not delivered till 7 p.m.

Same date Mr. Brennan boxed cattle at Tinahely at 10 a.m. Arrived at Harcourt-street at 4.30. Not unloaded till 7.30 p.m. Same date cattle booked at Greyston at early hours were not delivered at Harcourt-street till 7.30.

March 20A, 1907.—Complaint from Mr. J. K. Rogerson of delay on the 7th November on G. S. & W. line.

April 15A, 1907.—Complaint from L. S. Cattle that cattle loaded on April 2nd at Monasterevan at 8 p.m. did not arrive in Dublin till 7.15 a.m. on April 3rd. Cattle found lying down in wagon damaged.

April 3rd, 1907.—Complaint that on March 26th Mr. John Curtis booked 24 wagons of cattle from Curlew to Giltstown. Half-wagon sent to wrong place, in fact being sent to another man's cattle yard in Dublin.

July 15th, 1907.—Complaint from Mr. P. J. Kennedy that on the 3rd inst. he loaded cattle at Trim between 11 and 12 o'clock. Train should have left at 12 o'clock. Did not leave till 2.30.

The passenger train service is arranged to meet the requirements of the travelling public to the best advantage having regard to all the circumstances. On occasions when required a ship-carriage is attached to the up limited mail train, and stopped at Enfield for the convenience of cattle traders returning from fairs, so as to obviate the necessity of their waiting at Mullingar for the 7.30 up train.

Complainant could have availed himself of a much lower rate of 4s. 1d. had he forwarded the stock by goods train.

The cattle from Greystones were loaded at that station about 1.15, and were taken forward by a special live stock train from Enniscorthy, which passed Greystones at 2.30 p.m. This train also conveyed the cattle loaded at Covey, which station it left at 11.30 a.m. It arrived at Harcourt-street at 4.30 p.m., having on it 37 wagons of live stock. The cattle sent from Mr. Brennan from Tinahely were worked by a special live stock train from Shillelagh, which left Tinahely at 12.40 a.m. and reached Harcourt-street at 4.55 p.m. with 19 wagons of live stock.

Owing to the construction of Harcourt-street station there is no direct connection into the Goods Yard from the main line, and all goods and cattle trains have, in the first instance, to be taken into the passenger station, and hauled back therefrom on to the down main line before they can be shunted into the goods yard or cattle bank. The loading bank holds 34 wagons, but when the special trains arrived 14 wagons were being loaded with goods at the rear end of the bank, so that the space available for cattle wagons would only accommodate 20 wagons. Twenty wagons were taken from the Enniscorthy special and placed on the bank for unloading at 4.50, or sixteen minutes after arrival at the passenger station. As soon as these were unloaded and the empties removed, the remaining 17 wagons of the Enniscorthy special were placed at the bank. They were emptied by about 6 p.m., and after the empties had been shunted out the wagons of cattle from Shillelagh were placed at the bank for unloading. These wagons were emptied about 6.40 p.m., and it is not correct to say that any of the cattle were unloaded until 7 or 7.30 p.m.

This complaint was made for delay to cattle from Nenagh to Beehive on 1st November, 1906. There were two specials of cattle from Nenagh, but these cattle were not handed to us in time for the first special, which would have connected with the Midland Great Western Company's train for Beehive were crossing. The second special, on which the cattle were conveyed, did not arrive in Dublin until after the M. G. W. Co's goods train for the County North stations had left, and consequently the stock had to remain over at North Wall until the next morning. The animals were properly looked after in the meantime, and no fault rests with either Company.

In this case the animals arrived in Dublin at 6.42 a.m. The delay arose in consequence of the ordinary cattle train having a full load on before it reached Monasterevan, with the result that the cattle had to remain over for the goods train, which arrived in Dublin about the time stated, viz.—6.42 a.m.

The mistake in this case was not due to any fault on the part of the Company, but to wrong sending by sender's agent.

The delay complained of was due to additional stock for the Dublin market from Trim of which the Company had no notice. On 3rd July there were 60 wagons of stock from Trim and Athboy stations, whilst on the three preceding Wednesdays there were only 25, 26, and 29 wagons, and for which one special was ordinarily sufficient. The additional stock had to wait whilst a second special was sent from Dublin, which was at once done when it was found the stock were turning up in too great numbers for one special.

## DEED OF COMPLAINT AND NATURE OF SAME.

September 7th, 1907.—Complaint from several members as to absence of trains on fair mornings of Navan, Newbridge, and Balinglass.

September 7th, 1907.—Complaint that on August 24th, 1907, no assistance was given by the railway officials at Burr in the loading of cattle. Waste Department 7th September.

September 7th, 1907.—Wrote Mr. Tatlow, directing his attention to the absence of a gate at bridge at end of Liffey Junction, and asking him if he could see his way to have same erected, as it would facilitate cattle going to the County Month.

September 7th, 1907.—Complaint from Mr. David Robbett that 50 lambs from Mr. Hogan, Loughrea, booked to Carranstown on 23rd August, and loaded at 9.25 a.m., were not delivered until 12.30 p.m. One lamb was dead. Claim made for 21 sh. for the dead animal, and 3s. per head for the 49 that suffered by the delay.

September 7th, 1907.—Complaint from Mr. J. J. Rooney that on the 4th September he loaded 85 sheep at Ballinasloe at 10 a.m. They did not reach Liffey Junction till 7 a.m. on the 5th inst. One of the sheep died, and the rest were in such a miserable, exhausted condition that Mr. Rooney's men were unable to get them home until the 9th inst. Mr. Rooney estimated his loss at 3s. per head on 85—£12 15s., and the price of one lamb was £2 10s. Total £25 5s. It was a gross case of cruelty to animals to have kept them 21 hours in a train after about 10 hours the night before.

September 28th, 1907.—Complaint from Mr. P. Delan, of Dublin and Moate, that cattle loaded at Moate at 3 p.m. did not arrive at Liffey Junction till 7.30 p.m. He says that delays of this kind are of frequent occurrence.

November 2nd, 1907.—Complaint from Mr. William English, of Athlone, that at last fair of Armaroe 21 cattle were at Ballina Station at 11 o'clock, but were not loaded until 2 o'clock, and did not leave until 4 in the evening.

November 16th, 1907.—Complaint from Mr. Webb, Ballyhaunis, that on October 8th the consignor of the M.G.W. Company at Sligo town arranged to special 55 cattle to Dublin. They were to leave Roscommon at 10 o'clock on the 9th inst. For shipping Mr. Webb had a man at Carrube on Thursday waiting the same, but the stock did not leave Dublin until Thursday. He estimated his loss at 10s. per head—£55 10s. He also complains that on the 11th October he had 85 cattle loaded at 10 o'clock at Castlebar, and booked by special to reach Carrube the following Saturday. They did not arrive in Dublin till 14.30 on Friday night, and again missed market. Same claim made per head.

November 16th, 1907.—Mr. Slater, Navan, complained that on 22nd October he loaded a wagon of cattle at 12 noon at Bettree for Dublin. They were not despatched until 5 o'clock, and reached Dublin at 10. The cattle were in bad condition, and fetched small prices next day. The claim made for 21s.

## RAILWAY COMPANY'S REPLY.

Jan 25, 1908.

This complaint was dealt with in the evidence given by the Traffic Manager of the G.R. and W. Railway. The dealers did not avail themselves of the accommodation provided on the fair mornings, and consequently it was discontinued.

There was a regular staff of five porters at Burr on the date under notice, which was supplemented by a special cattle loader who was sent to assist. In the ordinary course two men would have been sent, but owing to illness could not be supplied on this occasion. There were, however, only 31 wagons of cattle to be loaded, and the assistance given was quite sufficient to get the loading performed and the trains away within the usual time.

The erection of this gate and outlet asked for cattle would necessitate the making of fencing and an additional road for a considerable length, and the company could not at present see their way to incur the expense which would be involved.

The train in this case did not make the connection with the Great Northern train at North Wall. The lambs were, however, sent on by the first available train, and the complaint was compensated.

In addition to the very large fair at Ballinasloe on the date in question the company had to provide wagons and engines for the fairs of Galway and Ballymore, and for a very large number of stock for Dublin market, and the strain on the rolling stock resources was very heavy, and under the circumstances the company found it impossible to do better than was done. We conveyed on the day in question over 1,000 wagons of stock in addition to the ordinary goods traffic.

On receipt of this complaint the company wrote the Cattle Traders' Association informing them it had been arranged that the goods train which left Athlone ordinarily at 5.30 a.m. should on Wednesdays leave at 7 a.m., which put the matter right, and no complaints of such delays to Mr. Delan's stock have since been received.

There were 100 wagons of stock from Armaroe fair in 1907, as against 79 in the previous year, and unfortunately there was a shortage of wagons, as such a large increase was not expected. The stock went forward by the second special at 4.50 p.m.

The consigner desires that he made any promise to Mr. Webb in regard to the 85 cattle from Roscommon. The cattle were loaded in a special train at Roscommon, which was delayed there for an hour owing to the sender's men refusing to book the stock, saying they were working instructions. This was why the cattle did not catch the steamer. With regard to Mr. Webb's second complaint, the company cannot trace any stock in his name as being forwarded from Castlebar on that date.

The stock in this case reached Liffey Junction at 7.25 p.m., not 10 p.m., as stated by Mr. Slater. There was an exceptionally large quantity of Dublin Market stock from the Meath line on the date referred to, and although we ran one more special than usual, it did not clear it all off, and Mr. Slater's stock had to be forwarded by the up goods train, reaching Liffey Junction at 7.25 p.m. It is greatly to be regretted that senders of stock do not advise us beforehand of what they expect to forward.

Jan 25, 1909

## DATE OF COMPLAINT AND NATURE OF SAME.

## RAILWAY COMPANY'S REPLY.

Mr Joseph  
Tallow,  
Manager,  
Midland  
Great  
Western  
Railway, and  
Representative  
of the  
Associated  
Irish Railway  
Companies.  
Reply of the  
Irish Railway  
Companies to the  
complaints of the  
Irish Cattle  
Traders' and  
Stockowners'  
Association—  
con.

November 16th, 1907.—Complaint from Nugent, Moate, that on the 6th November 40 lambs loaded at Streamstown at 9 a.m. did not reach Enfield until 4 p.m. They were very much the worse of the journey.

December 18th, 1907.—Complaint from Messrs Marsh and Sons, Cork, as follows:—"Our auction is held every Saturday, and buyers have frequently complained of the great inconvenience caused them in being unable to get their stock home, viz. —G.S. and W. Railway, on the same evening, no goods train being run out from Cork on Saturdays, and the company are most stringent in giving wagons on passenger trains, with the result that buyers from different parts on the G.S. and W. system are often put to the extra cost of holding over their stock in Cork until Monday evening. We think the railway company might give a little more consideration, as the present system has prevented many from being buyers. The difficulty could be met by the company allowing cattle purchased at Saturday's sales to be put on passenger trains where a previous notice had been given of, say, one hour."

December 18th, 1907.—Complaint that M.G.W. Company had issued notices that live stock would not be taken to Dublin from Tralee, Athboy, and Kilmessan for the market.

February 1st, 1908.—Complaint from Mr. Brady, Carrickmacross, that on the 19th December he booked 20 cattle from Carrickmacross to Dublin. They were loaded at 2.30 p.m., but did not reach their destination until 7.30 a.m. next day. On arrival four were found dead, and the remaining twenty were in a very battered condition—broken ribs, &c.

March 12th, 1908.—Letter to G.S. and W. Company, requesting head through rates to be fixed from Ballypherry, Cloughjordan, Roscrea, Birt, Kesh, and Tullamore, to Liverpool and Manchester.

4th July, 1908.—Complaint that on 1st July Mr. Malone, of Trim, forwarded to Messrs. Cullen and Son, Dublin, some very good cattle. The journey (some thirty miles) took 4½ hours to perform, i.e., calculated from the time of loading to delivery.

July 4th, 1908.—Complaint from Mr. Rogers, that on the 13th April he booked three cattle from Navan to Glasgow. The beasts were loaded at 11 a.m. to catch the 6.30 p.m. boat at North Wall. Although the boat was delayed thirty minutes the cattle were not in time, as they did not arrive until 7.30 p.m., in consequence of which Mr. Rogers missed market. Claim made for £2 per head for loss incurred.

October 4th, 1906.—Complaint as to want of train facilities from Roscrea to Maryborough.

On the day in question the up Westport goods train, by which the stock was taken on, ran late, and arrived at Enfield at 3.30 p.m. The delay to it was owing to the train leaving Westport late, due to the engine having to be used for a special of stock, and consequently an engine had to be sent from Athlone to replace it. Although every care is taken, delay to goods trains will sometimes occur.

The request that the company should carry cattle from the auction of this particular firm by passenger trains is, on the face of it, an unreasonable one. They should select some date other than Saturday for their auctions if they want to avoid goods trains.

The notice in question was the usual one that no goods or live stock business would be transacted on Christmas Day (Wednesday), but the company had arranged to run special trains for Dublin with the market stock on the 30th December from Mullingar at 10 a.m., Edinbeggy at 11 a.m., and from Athboy at 11.30, which met all requirements.

The stock were loaded between 3.30 and 3.50 p.m., and left by special at 7.30 p.m., and reached North Wall at 6.50 a.m., having been unavoidably delayed. There were then four beasts dead, which the company contended was caused by their being overcrowded in the wagon, as Mr. Brady loaded the stock in two wagons (12 in one and 11 in another), although the foreman at Carrick pointed out at the time to Mr. Brady that he was overcrowding the wagon.

This is not in the nature of a complaint.

The company cannot trace this complaint.

The cattle were forwarded by the ordinary goods train from Kinscourt, which met with some delay on its journey owing to heavy work, and did not reach North Wall until 6.40 p.m. The delay was, however, unavoidable.

Cannot trace any complaint about the service. Cattle loaded at Roscrea can go forward by goods train leaving Roscrea at 9.45 p.m., and which is due to arrive in Maryborough at 12.10 a.m. There is no regular traffic.

LIST OF COMPLAINTS FURNISHED TO THE COMMISSION BY THE IRISH CATTLE TRADERS AND STOCKOWNERS' ASSOCIATION with reference to the Great Northern (Ireland) Railway, and the reply thereto, transmitted by Lt.-Col. H. Flew, General Manager.

## DATE OF COMPLAINT AND NATURE OF SAME.

## LT.-COL. FLEW'S REPLY.

March, 1908.—Complaint of refusal to book cattle from Donabate.

As to the "refusal to book cattle from Donabate, in March, 1908"—at that time we had no accommodation for cattle at that station, but a suitable bank had since been provided.



## DATE OF COMPLAINT AND NATURE OF SAME.

## LEUT.-COL. FLEW'S REPLY.

Jan 25, 1903.

May 14th, 1903.—Complaint re stoppage of special to Kells Fair.

In regard to the "stoppage of the usual Kells Fair special, on 14th May, 1903"—there was no fair on the date named.

Mr. Joseph  
Tobin,  
Manager,  
Midland

June 4th, 1903.—Complaint as to absence of loading accommodation generally on Great Northern line, and Ardee in particular.

As to the complaint under date 4th June, 1903, of the alleged absence of loading accommodation on my company's line generally, and Ardee in particular, our stations are all fully equipped to meet the live stock requirements; and, so far as Ardee is concerned, from the opening of that branch line "there has been very good accommodation; and, consequent upon an increase in the live stock traffic from that station, some years ago, we constructed an additional bank for the loading of pigs, so as to keep them separate from the cattle. There is absolutely no cause for complaint.

Mr. Joseph  
Tobin,  
Manager,  
Midland  
Great  
Northern  
Railway, and  
Representa-  
tive of the  
Associated  
Irish Railway  
Companies.  
Reply of the  
Irish Railway  
Companies to  
the com-  
plaints of the  
Irish Cattle  
Traders' and  
Stockowners'  
Associations—  
see.

October 20th, 1903.—Two wagons of sheep loaded at Oldcastle at 10 o'clock on 16th. Should have gone by the 10.30 special. Were not sent by that train; arrived at Cavan 10 p.m., nearly twelve hours after loading. Distance, 21 miles.

As respects the allegation, "that on October 20th, 1903, two wagons of sheep were loaded at Oldcastle at 10 a.m.; that they should have gone forward by the 10.30 special train, but were kept over, and did not arrive at Cavan until 10 o'clock in the evening"—presumably "Navan," not "Cavan," is meant; but I cannot trace the transaction, or that any complaint was made at the time.

August 5th, 1904.—Complaint that 27 lambs were brought to Amiens-street at 9.30 a.m. for the 10.30 train to Gormanstown were not sent till the 6.15 p.m. train. Reason given—no special notice had been given.

Complaint "that on August 5th, 1904, 27 lambs were brought to Amiens-street Station at 9.30 a.m. for the 10.30 o'clock train to Gormanstown, but were not forwarded until the 6.15 train"—there is no trace of complaint having been made at the time, and I cannot now obtain any particulars of the transaction.

## Second List of Complaints.

November 16th, 1907.—Complaints from several members as to the absence of loading facilities for cattle at Amiens-street.

A complaint as to the absence of loading facilities and assistance in the unloading of cattle at Amiens-street, and I cannot do better than enclose you copies of letters I addressed to the Cattle Traders' Association on the subject, under date 15th and 28th November last.\*

March 26th, 1908.—Complaint from Mr. Rogers, Navan, that on the 11th March he arranged for a large wagon to carry stock on the following Saturday. The large wagon was not there, and the stock had to be sent in small wagons, for which he was charged at the rate of a wagon and a half. (G.N.R. line.)

Complaint from Mr. Rogers, that although he had arranged for the carriage of his stock, this was not provided; and that the stock had consequently to be sent in small wagons. I had a letter from the Cattle Traders' Association on this subject at the time, and herewith enclose copy of the reply I made†.

## Enclosures.

\* Great Northern Railway Co. (Ireland),

General Manager's Office,

Dublin, 18th November, 1907.

G.N. 07/3411.

DEAR SIR—

I am in receipt of your letter of 16th inst., in reference to the alleged absence of loading facilities for cattle at Amiens-street, but am at a loss to understand your communication, as within the past few years the company have spent a large sum of money in providing additional facilities for live stock traffic at Amiens-street; and what was done has been considered to meet all the requirements of the case very adequately.

Yours faithfully,

(Signed), HENRY FLEW.

LEWIS SHERLOCK, Esq.,

Irish Cattle Traders' & Stockowners' Association,

City Arms Hotel,

Princes-street, Dublin.

"With regard to the alleged absence of assistance in unloading of cattle, there are always three men available on the cattle bank to unload and deliver stock; and our superintendent informs me that no complaint has been made to him at any time in regard to the want of assistance.

I am,

Yours faithfully,

(Signed), HENRY FLEW.

LEWIS SHERLOCK, Esq., &c., &c.

† Great Northern Railway Co. (Ireland),

General Manager's Office,

Dublin, 2nd April, 1908.

G.M. 08/971.

DEAR SIR—

I received your favour of 28th ult. in regard to Mr. Michael Rogers' complaint as to the non-supply of a large wagon, which he states was ordered to convey stock from Drogheda to Belfast. I have inquired into the matter, and find that no promise whatever was made to Mr. Rogers that a large wagon would be provided. In any case, the notice given was altogether too short to enable the wagon to be supplied; and, moreover, if one had been available, it would not have accommodated all Mr. Rogers' stock, as his own men admitted.

I am,

Yours faithfully,

(Signed), HENRY FLEW.

LEWIS SHERLOCK, Esq.,

Irish Cattle Traders' & Stockowners'

Association, &c., &c."

\* Great Northern Railway Co. (Ireland),

General Manager's Office,

Dublin, 30th November, 1907.

G.M. 07/3411.

DEAR SIR—

I am in receipt of your further letter of 22nd inst., in regard to the accommodation for live stock traffic at Amiens-street, and, in reply, beg to say we have accommodation for unloading 21 wagons of stock, which, I think, in ordinary circumstances, must be considered a very reasonable provision.

Jan. 26, 1908.

Mr. Joseph  
Twiss,  
Manager,  
Midland  
Great  
Western  
Railway, and  
Representative  
of the  
Associated  
Irish Railway  
Companies.  
The third-class  
return fares on  
main  
English  
Railways

Generally  
double the  
single fares

Witness.—Next, before I go farther, I was asked during my previous examination if I could give some further information on the subject of third-class return fares. I stated in my examination that on the whole third-class return fares in England were double the single fares. I was also asked about Scotland. Since then I have communicated peacefully with all the companies, and I can hand in a statement giving the answer, and I would like very shortly to tell you what the result is. On the London and North-Western Railway the third-class return fares are exactly double the single fares in nearly all cases. On the Midland they are generally on a uniform basis of double the single. On the Great Northern the rule is the same, except in the case of the London suburban districts, where single fare plus two-thirds is charged. On the Great Eastern the return is generally double the single. On the Great Western and the Great Central it is the same. The Lancashire and Yorkshire give a rather full answer. They say:—"Our ordinary third-class single fares are, generally speaking, based on 1d. per mile except where we adopt a lower rate of a shorter route competing with our own. Our ordinary third-class return fares vary where there is a large traffic from a fare and a half to a fare and three-quarters; where the traffic is light we have many instances where the fares are double single." The London and South-Western say:—"Our ordinary third-class passenger fares are fixed on the basis of 1d. per mile for the single journey. As a general rule our third-class return fares now represent double the single fares, but in the suburban district some slight concession is made." On the London and Brighton it is much the same, and the South-Eastern and Chatham is the same. The North-Eastern say:—"Our third-class ordinary passenger fares are fixed on the basis of 1d. per mile single journey. The single fare and two-thirds is charged for a return ticket." The Caledonian say:—"Generally the basis of compilation of this company's non-competitive third-class ordinary passenger fares is as follows.—Single, 1d. per mile; return, single fare and two-thirds. An addition to the third-class return fares of 5 per cent. is in progress." The North British say that the return is double the single, and the Glasgow and South-Western say that their return is generally one and two-thirds the single. When I stated in my previous examination that the third-class return fare was generally double the single in England I think it was rather doubted by some that that was so.

The Tables of  
Fares of  
Companies of  
Ireland with  
Continental  
rates submitted  
by the  
Department  
of Agriculture.

54716. With regard to the Continental and Irish rates, let us see if we can agree upon a few words instead of all this fuss. First of all you heard Mr. McNulty's evidence as to how they fixed and quoted the Irish rates?—Yes.

54716. Your point is that in many cases he has selected cases where there is little or no traffic, and has not taken stations where there are special rates, low rates, where the traffic originates?—Yes, so far as our line is concerned—I am only dealing with our line in regard to these Continental rates, because the other managers have answered pretty fully for themselves.

54717. That is the reason I don't want to go into the question again?—No doubt the other managers have gone very fully into this. My evidence is on somewhat similar lines. Certainly, as regards the Midland Great Western Railway taking rates where there is any large amount of traffic, I have given many cases where the rates are lower than Mr. McNulty's rates, and therefore vitiate his comparisons.

54718. With regard to the comparisons, I suppose you will agree that the conditions on the Continent are altogether different from the conditions of transport in either England or Ireland?—Precisely, and for my own part, I never attach very much importance to these comparisons, but many others do, and therefore it is our duty to examine Mr. McNulty's figures.

54719. That is the reason why I want to shorten this if we can?—I would be very glad to shorten it if that is the understanding, but I understood more than once that a great deal of importance was attached to these comparisons—I think vital importance was the phrase used.

54720. Not in comparing individual rates. The principles are important?—The only value of a comparison is in the individual rates.

54721. Take the principle. There is no such thing as what they call complete and incomplete loads in Ireland or England as compared with that system on the Continent?—No.

Complete and  
incomplete  
loads in the  
Continent.  
Not applicable  
in Ireland.

54722. There is no distinction between *grossek raten* and *petite raten* applicable as on the Continent?—There is not.

54723. That is not applicable in England, Ireland, or Scotland?—No. Ours is all *grande raten*.

54724. Yours is all *grande raten* as against the two services?—Yes. I wish to correct a wrong statement that was made, in Mr. Pratt's evidence, I think it was. He said that on the Continent, in Germany, particularly between all the main points, the service of the goods trains was pretty good and would compare probably with the Irish service, and then he went on to say also that in Ireland the quick service would be only for the main lines. I want to emphasize the fact that the quick service in Ireland is not for the main lines alone, but for the whole of the country. Practically all the goods go all over Ireland to their destination during the night over the most remote lines.

54725. That I quite understand, but you admit that Mr. Pratt stated that between all large centres, such as Berlin and Hamburg, Brussels and Antwerp, and all these large places the running of trains is the part under what they call the slow service is equal to the service in either England or Ireland?—I don't know, but I take his statement on that; but on the other hand, where the traffic is dealt with by the *Rapidtrains*, and wagon loads have to wait, these must even then be some delays.

54726. That depends on the flow of traffic?—I don't know. I deny you may take it generally between the large centres. I don't really know.

54727. Do you agree with Mr. Pratt, Mr. Neale, and Colonel Flew, that, generally speaking, without going into details, that rates on the Continent to the ports are lower to the ports than in either England or Ireland?—That is a very hard question to answer.

54728. It has been answered by the other witnesses—I deny. Perhaps in the case of Germany, Denmark, and Belgium most of the rates are lower than in Ireland, but there are reasons for it.

54729. Never mind the reasons?—The reasons are very important.

54730. There is the fact that in those countries which you name, and in other countries, according to the evidence given by previous witnesses, generally speaking, the rates are on a lower basis than either the English or Irish rates?—Yes, but on the other hand, if those tables of Mr. McNulty's are corrected, in the light of the evidence given by others, and which I have here, and those percentages were all re-calculated there would be a very large number of cases in which the Continental rates are higher than the Irish. There are a great many of these.

54731. Could you just name one? Have you one?—I have not got one here, but I will give them to you to-morrow if you like.

54732. It has been very clearly put before us that, generally speaking, the rates are lower—never mind the reasons for it—on the Continent than in England or Ireland?—I deny you they are, in a great many cases. It is a general statement.

54733. No, but generally?—Generally you would have to find out the traffic in which they applied, and to what preponderance of traffic those low rates applied. It would be very hard to say. Looking over these tables there are a great many cases in France and Germany in which the rates are higher.

54734. *Lord Parnell*—You cannot name one?—If you give me the tables I will. Those tables require also a very large amount of correction.

54735. *Chairman*—When you say a very large amount of correction you and I know that in the preparation of tables of this kind to have them absolutely accurate is an impossibility?—It is. Here are a few instances which are given by Mr. Cowie, which I am sure are correct. Table 29 miles. The Department gave the lowest rate as 5s. 6d. France is 30d. per cent. of that, Germany 10d., Denmark 8s., Austria 7s., and Hungary 8s.

54736. That is a short distance. Table 30 or 100 miles?—Sixty-two is the highest he has got. In those cases certainly the foreign rates are the lowest. But here is a case of 43 miles, which is a very fair distance for traffic.

54737. Table 50 or 60 miles?—Here is a case of 53 miles which I will give you.—Belgium 10d., Germany 12d., Austria 11d., and Hungary 12d., compared with Ireland.

54733. What is the traffic?—Oats. There is a larger distance, 91 miles, in which France is 123 and Germany 132.

54734. I don't think France has been introduced at all for low rates. The selected countries are Belgium, Denmark, and Germany?—Germany is 132 there.

54740. Colonel Hutchinson Pte.—We have had a great deal of evidence with regard to the rates for oats sent from Copenhagen to centres in England. Perhaps Mr. Tatlow would say something by way of comparison of those rates with rates over his own system?—In the first place I would like to tell you I have added ten shillings to the Continental rates from the ports. Mr. Neale, in his evidence, stated he added eight shillings per ton. I think there was a question as to whether that was not too high. I have ascertained from the chief traffic superintendent of the Danish State railways what the rates really are. He has given me the rates from a number of inland stations to Esbjerg, from which about 40 per cent of the butter traffic goes. He has given the actual rates, which I take at ten shillings per ton. I have to take a certain average, not from Denmark alone, but from countries generally. Even in Denmark, where it is admitted the rates are the lowest, it works out practically to that figure. The stations which send the largest amount of butter traffic from Denmark via Esbjerg are Aarhus, Roskilde, Odense, and Kolding, and the rates for each 3 cwt. are, from Aarhus, 12s 2d, Roskilde, 11s 3d, Odense, 11s 4d, and Kolding, 10s 4d per ton. In wagon loads of less than 10 tons the rates are, Aarhus, 11s 1d, Roskilde, 10s 6d, Odense, 9s 9d, and Kolding, 9s 3d.

54741. Chairman.—Have you the distances?—No, I have not.

54742. How does it help us?—To justify the figure 8 shillings that Mr. Neale added, and the 10 shillings which I put on.

54743. But you make a comparison between these rates and any Irish rates because you don't know the distance?—No, it is simply that I want to justify those figures that I am going to give you.

54744. You want to justify the 10 shillings which you have added to the Continental rate?—Yes. If you take the comparison in my table for butter the only two stations you need take on the Midland Great Western line are Loughfool and Cavan. In the table which I have prepared I give the rates, and I have also added, under the letter B, correct rates where mistakes have occurred, which Mr. McNulty did not give, and under the letter C other rates in existence which he did not give. You will see, in the single table, there are some corrections of his rates.

54745. How do you account for that?—I cannot.

54746. A person going to the stations would get those rates, I suppose? The figures must have been there?—He has not taken the rates via Sligo. There are lower rates via Sligo than via Dublin.

54747. That is the explanation?—That is one explanation, but in another case he has given three rates wrong in Dublin. He has given the rate from Loughfool to Birmingham as 48s. 4d., whereas the correct rate is 46s. 5d.

54748. No one could assume a figure of that sort. He must have seen that figure, 48s. 4d. I?—Not necessarily.

54749. How could he put it down?—His clerks in transcribing may make mistakes. Anyhow there are the rates in our book. I questioned the rates clerk, very clearly about that, and these are the rates in the book.

54750. Lord Pirie.—Since when?—The last month or two.

54751. But a year ago?—There is no alteration in them.

54752. Colonel Hutchinson Pte.—I think I am right in saying that of the three rates that he has given currently one is against the company and two are in favour of your company. He has put down a higher rate in this one case, but in two others he has put down a lower rate?—Yes, for Liverpool he has put down 27s. 6d., and it is 30s. I don't say he has intentionally put down higher rates. I am sure he has done his business well, but comparison of rates is a very difficult subject.

54753. Chairman.—Of course your rates clerk has given you those figures you quote from your office books here?—Yes.

54754. Is it possible that the station rates which these others were taken from were different?—They were taken from our office.

54755. In Dublin?—Yes. The Department's official spent a long time at our head office. We gave him all the help we could when he was there from day to day.

54756. Can you explain that 48s. 4d.?—Certainly I cannot.

54757. There must have been 48s. 4d. for something?—Not necessarily. The clerks in the Department of Agriculture may make mistakes in copying or may make mistakes of a figure. Mr. Ingram has just suggested that there may be this explanation, that 48s. 4d. is the Cavan rate, too.

54758. There must have been 48s. 4d.; else it would not have been put down?—Not to Loughfool.

54759. But he has taken the wrong station?—I could not assume that. I have not taken any pains to discover why mistakes were made. I have only discovered that they were made. There has been a great deal to do, and I have not pursued that branch.

54760. When the rates were examined in your Dublin office someone from the Department of Agriculture went there, and you gave him the books?—It was an old rates clerk of our own, who ought to have known.

54761. That rather confirms us in the view that there must be some other explanation?—Perhaps it was the Cavan rate in that case. Really, I cannot elucidate the point.

54762. Was there anyone to correct him if he was wrong?—I think he was left pretty well to himself, except I knew I was inquiring from time to time what they were doing. I knew he was asking questions, and our people were giving him information.

54763. Mr. Stokes.—Probably Mr. McNulty now will explain the matter himself?—I suppose he may.

54764. Chairman.—You have been dealing with the butter. May we take it generally your observations will apply to eggs and butter?—I would just like to make one more remark upon that matter of the butter rates. Out of 56 cases there are only 7 in which the Irish rates are higher than the others. In all the other cases the Irish rates are lower. The rates for Irish butter to Liverpool and Manchester, where Irish butter chiefly goes, are substantially lower than the Continental rates.

54765. That is to say, the combination of English, steamer, and Irish rates?—The through rates.

54766. The traffic is played on the market at a lower rate from Ireland than from other places?—Certainly.

54767. The distance from other places is double the distance from Ireland?—Not always.

54768. From Denmark it is?—Yes. We cannot help that. As you know, they have the subsidised steamers and low rates to Germany.

54769. It is taken a double distance for practically a triple more than the Irish rates?—There is a big difference in the rates. The rate from Loughfool to Liverpool is 37s. 6d. and from Copenhagen to Liverpool it is 53s., which is nearly double.

54770. You have mentioned that there it would be about double the rate. What is the distance from Copenhagen to Liverpool?—Here is an approximation—Esbjerg to Leeds.

54771. Take Copenhagen?—I have not got the distance. It is much further. Esbjerg to Leeds is 499 miles. Cavan to Leeds is 281 miles. There is a comparison.

54772. But from Copenhagen, which you gave, what would it be?—It is somewhat further.

Mr. Stokes.—The table put in by Colonel Pirie showed that the Danish distance was from double to triple the Irish distance.

54773. Lord Pirie.—Mr. Tatlow admits that?—They have got very low rates from the Danish port to Germany.

54774. Colonel Hutchinson Pte.—The object of your argument is to disprove the contention put before us with regard to the producers of Irish butter that they are handicapped by the low rates prevailing from Denmark and other places to the English markets. Your contention is to show that so far as the actual price to be added to the cost of the butter is concerned the Irish trader is at an advantage?—Certainly. My main object is to disprove the statement put in by Mr. McNulty showing that the rates from Ireland are higher than those from the Continent. When you put on that ten shillings, which is very fair, to the rates for butter from the Continent,

Jan 24, 1909.

Mr. Joseph  
Tatlow,  
Manager,  
Midland  
Great  
Western  
Railway, and  
Representative  
at the  
Assessment  
Irish Railway  
Commission.  
The Tables of  
Comparison  
of Irish with  
Continental  
rates submitted  
by the  
Department  
of Agriculture  
—on,  
Alleged  
Inadequacy  
and overness  
in the tables.

The bulk of  
the Irish  
butter rates  
quoted from  
the  
Continental.  
Number of  
cases in which  
the Irish rates  
are higher.

The butter  
trader placed  
on the market  
at a lower  
rate from  
Ireland than  
from other  
places.

The distances  
from Copen-  
hagen and  
other Irish  
stations  
to English  
centres  
compared.

Argument to  
disprove the  
statement  
by Mr.  
McNulty that  
the rates  
from Ireland  
are higher  
than those  
from the  
Continent.

Jan 26, 1900.

Mr. Joseph  
Tatlow,  
Manager,  
Midland  
Great  
Western  
Railway, and  
Representative of the  
Associated  
Irish Railway  
Companies.

The Tables of  
Comparison of  
Irish with  
Continental  
rates submitted by the  
Department of  
Agriculture  
—are.

The Irish  
butter price  
shows me an  
advantage in  
most cases.

The same  
argument  
applies to  
other classes  
of traffic.

Recent  
increase in  
the average  
price of Irish  
butter.

The average  
prices of Irish  
and Danish  
butter.

Only a  
nominal  
difference in  
the price of  
butter from  
other com-  
peting  
countries.

The freight  
is not a matter  
of great  
importance.

which are themselves greater than nearly all the rates from Ireland, it puts a very different complexion on Mr. McNulty's figures.

54775. So far as the rate from the Continental port as compared with the rate from the Irish centre to the English market is concerned, the butter producer in Ireland is at no disadvantage, if your figures are correct?—He is at an advantage in most cases.

54776. *Chairman*.—Is there anything else you wish to say about butter, because these general remarks will apply to eggs and other articles you mention in the same way?—The same argument applies.

54777. Right throughout?—Right throughout, for butter, poultry, and potatoes. Would you put in these tables for butter and eggs?

*Chairman*.—It is not necessary, I think, after your evidence to encumber the notes with them.

54778. *Colonel Hutchinson, P.C.*—In view of the repeated evidence that has been given as to the low rates from Copenhagen and other foreign centres, it might be well to have some of those rates given by Mr. Tatlow put on the notes.

54779. *Chairman*.—I don't object at all. I was only on the question of necessity?—In talking of butter I came across a very interesting fact yesterday, and I am sure you will say it is a very hopeful thing for Ireland. In 1907 the price of Irish butter was an average of 208 a ton. In 1894 it was 225 a ton. So it has gone up 25 a ton, and is getting near the Danish price by, I suppose, improving the butter. You know we heard in evidence that the difference in favour of the Danish was from 20 to 230 a ton.

54780. What is the authority for that?—The Department of Agriculture returns.

54781. Mr. Serfen.—On that I should like to ask you, as you have already pointed out the difference in the average price of Irish and Danish butter, are you aware from the official records that there are a great many countries competing with Ireland as well as Denmark in the sale of butter to England, and with regard to four of them, Canada, Holland, Russia, and the United States of America, the difference between the price of their butter and the price of Irish butter is merely nominal?—I only took out Denmark, but if Ireland can get the price Denmark is getting it would be exceedingly well off. In the last five years Irish butter has come very much to the front by an improvement of over 25 a ton.

54782. The difference in the price of Irish and Danish butter does not cover the whole field of competition from foreign countries. Butter from Ireland is within a halfpenny a pound of butter from other countries, and therefore in these cases the amount of freight would become a matter of more importance?—The amount of freight would never be a matter of much importance in butter. If you made a reduction of even ten shillings a ton in the freight, what would that be in the price of the butter?

54783. The question of what it would be on a pound of butter would be hardly material. It is on the consignment?—I think the greatest competitor is Denmark, which sends nearly 90,000 tons. Russia comes next with 30,000 tons, and France next with 15,000. The rest are nowhere.

54784. *Colonel Hutchinson, P.C.*—Have you got the value of the butter exported from Ireland in 1907?—Yes. The value was £4,508,830, and the average price per ton increased to 228 as compared with 1904.

54785. The increase in value is nearly half a million pounds as compared with the previous year?—No, because the Department have corrected that they found when they began to make up the figures for 1907 that they had not received in 1906 the value of the traffic via Germany and via Roulers, so they took the figures for 1907 and tacked them on to 1906, so that it is now an estimate partly for 1906.

54786. I was struck by a speech of Mr. Randall's the other day in which he referred to the very marked development that had taken place, only he did not say anything about the figures being wrong?—I saw the discrepancy, and sent round to the Department to clear it up.

54787. Mr. Serfen.—The difference in the figures of Danish and Irish butter does not apply over the whole field of competition?—I don't know the prices I saw the Russian and French figures do. After that there is not much imported into England. You have got to confine your observations to Denmark and France.

54788. And Holland?—Holland only sent 9,000 tons.

54789. Holland comes fourth or fifth in the list?—Holland is fifth, and then there is Sweden.

54790. To say that the price of Danish butter differs from that of Irish by fifteen shillings a cwt. would convey a misleading impression unless it is at the same time realised that there are many other countries importing. Denmark only imports about one-third of the total imports, and the average price of Irish butter as compared with that of the butter from other countries in many cases is nearly identical?—I don't know. I will take it from you it does.

54791. Mr. Serfen.—Canada is 25 2s 6d, Holland is 25 1s 10d, Ireland is 25, Russia 24 10s, and America, United States, is 24 15s 3d.

54792. *Chairman*.—I have ascertained that from Copenhagen to Goode the sea mileage is 650?—Yes. They have a very low rate to Goosby. It is subside.

54793. But not to Goode. You wish some of these figures to be placed on the notes?—Yes. I think it would be sufficient if the figures in reference to butter and eggs were handed in.

(Witness handed in following statement.)

## Butter.

Jan. 26, 1896.

Mr Joseph  
Telfair,  
Manager,  
Midland  
Great  
Western  
Railway, and  
Representative  
of the  
Associated  
Irish Railway  
Companies.  
  
Comparative  
Table of rates  
from certain  
stations for  
butter and  
eggs to  
British  
centres with  
those from  
Continental  
ports.

Stations.	D.	D.	D.	D.	S. to S.	D.	D.	D.
	Birming- ham.	Derby.	Leeds.	London.	Liverpool.	Man- chester.	Glasgow.	Edin- burgh.
	s. d.	s. d.	s. d.	s. d.	4 tons. s. d.	s. d.	In cases of butter or butter.	s. d.
Longford.	A. 48 4	50 8	41 8	48 0	40 0	34 8	35 4	42 4
	B. 43 10	-	-	48 8	-	30 0	-	-
at Sligo	C. 43 3	42 1	37 6	42 1	35 10	27 1	25 0	-
Cavan.	A. 48 4	46 8	41 8	46 8	-	23 4	S. to S.	42 8
	B. -	-	-	-	-	20 0	-	-
Rotterdam.	.. 50 6	46 10	47 4	57 7	-	40 0	D.	59 0
Antwerp.	.. 50 6	52 0	47 4	57 7	-	33 4	59 0	59 0
Hamburg.	.. 54 6	53 0	43 4	58 7	-	32 0	57 0	57 0
Edinb.	.. 48 6	-	39 4	-	-	40 0	D.	55 0
Dunpe.	.. 47 6	50 0	55 0	Frish, 45s. Half-milk, 41s. Salted, 28s.	50 0	50 0	55 0	70 0
Naples.	.. 47 6	50 0	55 0	49 0	-	50 0	55 0	75 0
Copenhagen.	.. 57 6	55 0	48 4	58 7	-	55 0	50 0	50 0

I take the Continental rates given by the Department of Agriculture as correct, but as regards the rates from Ireland, I find there are some mistakes in the figures quoted, and also that there are several lower rates in operation by other routes than those which have been included in the tables.

NOTE.—In this and the following Statement:—D.—Indicates Delivered. S. to S.—Station to Station. A.—The Department's Table Rates. B.—Correct rates where mistakes have occurred. C.—Other rates in existence, but which are not included in the Department's Table.

## Eggs.

The Midland Great Western stations are again Longford and Cavan, and I add the same amount to the Continental Port figures as for butter, i.e., 10s per ton, and give the following comparative statement showing the rates from these two stations compared with the rates from Continental Ports.

Five shillings per ton has been added to the London rates in the case of Dunpe and Boulogne, where the rates are station to station.

Stations.	D.	D.	D.	D.	S. to S.	D.	S. to S.	D.
	Birmingham.	Derby.	Leeds.	London.	Liverpool.	Manchester.	Glasgow.	Edinburgh.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Longford.	A. 45 10	55 8	53 4	58 4	55 4	50 0	50 10	42 6
	B. 55 0	55 0	-	-	-	-	-	-
at Sligo	C. 49 7	49 7	47 11	52 6	50 0	45 0	-	-
Cavan.	A. 55 0	56 8	52 4	58 4	55 0	50 0	55 0	44 2
	B. -	-	-	-	58 4	-	-	-
Rotterdam.	58 3	54 3	44 8	53 0	50 6	51 4	58 0	58 0
Antwerp.	58 3	54 3	44 8	53 0	50 6	51 4	58 0	58 0
Hamburg.	58 0	54 0	37 5	59 0	57 5	58 1	64 9	64 9
Edinb.	53 8	-	46 0	-	52 7 D.	54 6	60 0	-
Dunpe.	52 6	55 0	56 0	56 0	57 5	55 0	75 0	75 0
Boulogne.	52 6	55 0	56 0	56 0	57 5	55 0	75 0	75 0
Copenhagen.	72 6	66 3	56 8	65 0	62 6	63 4	70 0	70 0

Jan. 26, 1909.

Mr. Joseph  
Tadlow,  
Manager,  
Midland  
Great  
Western  
Railway, and  
Representative  
of the  
Associated  
Irish Railway  
Companies.

I would point out that in the case of Droppa and Boulogne with London the distance is only 120 and 100 miles respectively, as against 417 miles Loughard and London.

With Cavan the only considerable difference in favour of the Continental tender is Droppa and Boulogne to London, and, as I have already pointed out, the great bulk of the eggs passing through Droppa to Great Britain are not sent from France, but come from Italy.

Recd.

In the Irish stations given in the table no Midland Great Western stations are named.

#### Dead Poultry

The only Midland Great Western station given in the table is Cavan, and the comparison is with the rates per goods train, but as a matter of fact all the traffic from Cavan is forwarded per passenger train, and the conditions are therefore not comparable.

54794. *Chairman*—I think that is all I need ask?—Would you allow me to say that the second part of this supplemental statement is taken up with those comparisons of the percentage rates. I don't think I need add anything more about those. I should like to make this one observation as to Mr. McNulty's Continental rates, that the rates which he gives in these percentages are of course rates in the rate books in the various places on the Continent, whereas I have ascertained that about seven-eighths of the miscellaneous goods traffic is forwarded by the *expéditeurs*, and therefore at higher rates than those in the book.

54795. We have had that from Mr. Pundit—Yes, but I think rather different figures were given. It was stated that only small amounts were forwarded by the *expéditeurs*.

54796. The *expéditeurs* only deal with miscellaneous traffic; they don't deal with bulk traffic—Naturally, wagon-load traffic is dealt with by the railway companies. I think there was a little misconception. Seven-eighths of the miscellaneous goods traffic is forwarded by the *expéditeurs*.

Reviewed by Mr. SKELOS.

54797. I leave the details of the comparisons to be dealt with by Mr. McNulty. The Commission has been directed to inquire whether the rates within this country, and to Great Britain, that is, the rates upon Irish goods and upon Irish exports, are cheap enough to promote the full development of Irish agricultural and industrial resources. That is the question put to the Commission; you are familiar with that question?—Yes.

54798. When you test the question of cheapness by comparison of any one rate with any other must you not test it upon the basis of identity of the thing purchased—the same quantity of what is purchased—whether you deal with transit or anything else?—Do you mean the relation which the rate bears to the cost of the article?

54799. No. I mean the quantum of service, the thing bought to be the same in either case?—The rate should have a relation to the cost of the article.

54800. The proper method of testing the cheapness when two rates are compared is first to ascertain that the quantum of service, the thing sold, the transit, the conveyance, are alike?—If you are going to satisfy your own mind about a comparison you would take all these things into account. I don't quite see the point of the question.

54801. If you compare two prices of anything must not the thing purchased be the same? The moment that the things purchased are different the comparison of prices ceases to have any value, or even to have any meaning?—I suppose that is all correct as a general proposition, but I don't quite follow the point.

54802. What we are endeavouring to ascertain is whether Irish rates are cheap enough, and in proceeding to test them by a comparison with rates in other countries, what I submit to you is that in order that the comparison should be of any value or any meaning, it ought to be a comparison upon the basis of equal service, that is transit for an equal distance—say 600 miles from Copenhagen to Germany, against 90 miles from Mullingar to Dublin. Is that the proper sort of comparison?—I don't follow the train of thought.

54803. The comparison you appear to make is this. The Irish producer who sends his goods 60 miles has what you call an advantage if the freight which he pays is anything less than what is paid by the conveyor who sends 600 miles?—I simply state the facts for your information, what the rates are from those stations on our lines which Mr. McNulty has selected, compared with the rates for the Continent, upon adding a certain surcharge to them. That is all I propose to do. You can draw your own conclusions from them.

54804. It is you who draw conclusions?—No. I do not draw any except this. I say that the Irish sender to the English market in places like Manchester, Liverpool, and Birmingham has an advantage by paying less freight than his competitor on the Continent.

54805. In other words, the principle of comparison which you submit is this—if matters nothing low short one route may be or how long another, or what the advantage in position, or proximity to the English market, the Irish conveyor may be said to have what you call an advantage if his butter is carried 300 miles from Ireland at a lower freight than is paid on Russian butter that is carried 2,000 miles from Siberia?—I say he has got a benefit in the lower freight.

54806. That is your method of comparison?—My method is simply comparing rates, and in that I am only following what has been presented to the Commission. Mr. McNulty gave his figures ostentatiously to show that the Irish producer has to pay more in the shape of railway rates than his Continental competitor. I have shown that he does not.

54807. I am simply on the question whether, when you are testing the cheapness of rates by a comparison with other rates, you ought not to test on a comparison for equal distances, that is of equal value for the money paid?—Everyone can select what comparison he desires to make.

54808. Can you give any reason for that?—Certainly, because if you begin to compare Irish railway rates with these Continental and long sea rates it would be an absurdity.

54809. The moment you say that, I do not agree with you any further; the moment that you put forward the financial condition of the Irish lines I do not agree it further, but I am on the question of the principle of the reasonable method of comparing rates as regards cheapness?—Please don't take me as acquiescing. In any comparison you must look at the difference of sea and rail transit and the question of speediness from Denmark, and the condition that those goods are sent in, and the ease of the loads and every thing else.

54810. How false and misleading it is to compare rates without regard to distance?—How false and misleading it is to compare rates with regard to distance only.

54811. It may be open to some comment?—Very serious comment.

54812. But less than the other. You have said that Ireland, close to her great consuming neighbour, England, with such excellent access to her markets ought to have a great advantage. You now appear to put forward the principle that the Irish producer has no reason to complain so long as the total freight paid on a consignment for 100 miles to England is so greater in amount than the total amount of freight paid on a consignment from the farthest parts of the world?—I will go a little further, and say that the Irish producer does not complain.

54813. He has complained here?—Who has that pays rates?

54814. He has complained through representative witnesses?—If the Irish consumer cared a rap he would come here himself to complain, but he has not done so. That is a very important point.

54815. Did you not say in your own evidence several times that the only adequate and proper comparison between rates and the only comparison of any value whatever is a comparison of rates which includes the element of equal distance?—I don't remember using any of those words or the sense of them. Perhaps you would point out to me where I did, and then, perhaps, I can explain.

54816. At question 44217. That had regard to facts, but the principle is the same?—Rates and facts are very different things.

54817. You say the only comparison of any value is such as is based on a charge to each class of passenger for similar distances?—That is altogether different. Fares are always based on the mileage rate. There is only one class of commodity, and you deal only with the passenger, whereas you have got I don't know how many thousand different kinds of rates.

54818. At 54813 you say that the only adequate evidence for making comparisons, and at 54846 that the only proper comparison, between rates charged in England and rates charged in England or Scotland is that afforded by actual rates charged for the same description of merchandise carried the same distance?—That is, under like circumstances. I think I am dealing with local rates there.

54819. For the same distance?—The circumstances are practically alike there. In the local rates from Birmingham to a non-competitive station, or from Mullingar, for the same traffic, the circumstances are altogether alike.

54820. However other conditions differ, it must be for the same distance?—For those particular comparisons.

54821. Or for any others?—No, because circumstances alter cases.

54822. If equal distance is an essential element in the fair comparison of any two classes of rates, why should distance be ignored in the comparison of any other?—Taking that case of butter from Copenhagen, 600 miles by sea, and from Mullingar, 50 miles by rail, could they be put on the same basis?

54823. Your point is that the comparison has the advantage, if the freight for the 50 miles is less. If you are to make a reasonable comparison for the purpose of this inquiry, you must have regard to distance, and give an average rate per mile?—I cannot agree with that. If you begin to compare rates, you have got to take all the circumstances affecting them into consideration; and in the comparison you refer to I was speaking of local rates, and comparing like with like.

54824. Like with like, equal distance with equal distance?—Similar commodities, similar traffic.

54825. I only wish to get at your views?—I will preface as freely as I can.

54826. Would you make clear to me that—without stating what you have said yourself—in a comparison of Irish rates and other rates, international rates and English rates, comparative distance is of no account to Irish exporters, and they have no reason to complain if their consignments which are sent a short distance are charged a lower freight than similar consignments sent a long distance from other countries?—I did not say all those things. You are putting words into my mouth which I did not say. I brought my comparison to rates from Ireland to the English markets, correcting Mr. MacNulty's table, and showing the Irish and other rates side by side; and I said that those rates differ in favor of Ireland, and that the Irish producer has some advantage. I don't say all those other things that you have been attributing to me.

54827. You said in evidence several times that the only comparison of any value is for equal distances?—I have explained that. Those are similar comparisons, of local rates, in Ireland and England—comparisons of local rates with local rates, of like with like.

54828. A comparison of one set of rates with another under set of rates?—You must get like with like, the comparison is odious.

54829. In your table of local rates you gave the mileage allowing data for the safe and usual test of the average rate per mile, but when you come to the through rates, you omitted the mileage, and made no comparison with the competing rates?—No. In fact, I should not know what mileage to take. Through rates between the same place may very often mean different mileage. Take the rate quoted before—brought from Liverpool to Castlebar. Would you take the 400 miles rate by Westport or the 120 miles, or whatever it is through Dublin?

54830. You had the materials in your hands?—Take Birmingham and Tarn. Would you take it by the Falmouth and Waterford or the Dublin and Holyhead, or the Dublin and Liverpool, or the Midland Great Western from Dublin, or the Great Southern via Sligo, or what would you do? Would you take all those distances, and make an average, or something of that kind?

54831. Take it by any or all the routes, and specify

what route you take?—It would be a great, big job, and I don't see what good it would do.

54832. Chairman—Is not it a fact, that the rate is based on the shortest route?—It is not on the Liverpool to Castlebar. There it is based on the longest.

54833. That must be an exception to the rule?—Where there is a long sea route.

54834. The point Mr. Sexton very naturally takes is that distance is an element in rates?—Yes; but when you begin to compare these rates from Continental centres with Irish rates—

54835. Mr. Sexton never suggested that the rate would be the same by sea as by rail; but he pointed to the 600 miles from Copenhagen to Goode or Grimsby?—Is that a fair reason for reducing the rate for better from Liverpool to Birmingham?

54836. That is not the point?—I don't see what is the point.

54837. Mr. Sexton—We are testing the cheapness of rates by the comparison of one set of rates with another; and I will be satisfied if you will say on behalf of the associated railway companies, that you consider that in such comparisons not only equal distances are not to be considered, but that the whole freight on the shortest journey may be fairly compared with the freight upon the longest journey for any particular article?—I see no use in comparing the rates of Irish products in England with these long-distance rates from various parts of the world. I submit they are lower in the other case, but the distance is greater. That goes without saying.

54838. I suppose you agree, then, that if we had a table of average rates per mile—that is, Irish rates to Great Britain and rates from competing places at a greater distance—it would appear that the average per mile of the Irish rates is higher?—It is higher than a great many of these Continental long-distance rates; but there are short-distance rates, too.

54839. I would be quite content to take the mileage in those cases, but I submit to you it would be impossible for us to consider and report upon the cheapness of any two sets of rates, or any two rates, without considering the element of equal distance—without basing the comparison upon equal distance and equal service?—It is not at all clear about this. If there was any intention of reducing the Irish rates for these commodities there might be some reason for these comparisons. I don't think there would be much reason; but there is no suggestion to reduce these rates. Nobody is complaining—that is, nobody interested in the traffic. The traffic in eggs, butter and poultry is going up. Ireland is doing very well; she is getting an increased price for all her commodities. The exports of Ireland are going up tremendously. They have gone up to £20,000,000 in the last four years, and in a greater ratio than her imports.

54840. You have given a rather fancy sketch of the situation. Have we not been for two years receiving evidence? Has there ever been a Commission in Ireland which has received such representative or such unambiguous evidence as to the necessity for the reform of any institution?—I don't think so. The real evidence, which is not represented, is the evidence of the trader, who pays the carriage and sends the goods—the butter, eggs and poultry. Who has come here and said that he cannot do business. Who has come here, and said that the rates are too high? What better evidence can you have as regards the Irish butter traffic than that of Mr. Anderson, Secretary of the Agricultural Organisation Society, who stated distinctly that the rates for butter and eggs—I forgot the exact words—were satisfactory, and were no bar to the development of the traffic? Can you have better authority than that—the Secretary of the Agricultural Society, who are doing their best to develop Ireland? Look at these co-operative societies how they are increasing. It seems to me to be such a preposterous idea, and such a waste of money, to penalize the Irish railways upon the fanciful idea that rates are too high, and are preventing the development of business when all the facts are against it; and nobody who pays the rates has come forward to complain of them. Butter, eggs and poultry are the chief products of the country after live stock, and live stock is going up like anything. Who complains of the rates on live stock?

54841. You are putting questions to me instead of answering mine?—I am the spokesman for the Irish railways, and I would like to have a little liberty.

54842. Butter, eggs and poultry stand in a special position. They are the heads of Irish exports which do show some steady progress?—There are the very things we have been discussing the whole morning.

Jan 25, 1909.

Mr Joseph Telford, Manager, Midland Great Western

Hawley, and Representatives of the Associated Irish Railway Companies

The Tables of Comparison of Irish with Continental Rates submitted by the Department of Agriculture—con.

The question of through rates being based on the shortest route.

The suggestion that the rates should be the same by sea as by rail.

The average rate per mile of the Irish rates is higher than the Continental rates.

Contrast that there is no necessity to reduce the Irish produce rates.

Irish exports showing in a greater ratio than imports.

The representative character of the witnesses examined by the Commission.

Mr R. A. Anderson's evidence as to the desirability of subsidizing.

Increase in Irish Co-operative Societies.

The chief products of the country increasing considerably.

Jan. 25, 1906.

Mr Joseph  
Tadlow,  
Manager,  
Midland  
Great  
Western  
Railways, and  
Representative  
of the  
Associated  
Irish Railway  
Companies.

The Tables of  
Comparison  
of Irish with  
Continental  
Rates sub-  
mitted by the  
Department of  
Agriculture—  
con.

Large  
reductions  
given in the  
Irish rates for  
butter, eggs,  
and poultry.  
The experi-  
ence of the  
Department of  
Agriculture.

Remarkable  
development  
of butter,  
and egg traffic  
in recent years.

No general  
reduction of  
rates  
coincident  
with this  
development.

So far as the  
M.S.W. Rly  
were con-  
cerned.

Suggestion  
that to  
develop traffic  
it is necessary  
to give liberal  
and generous  
reductions in  
rates.

Contention  
that reduc-  
tions are given  
where  
desirable and  
necessary.

Proposed that  
the railways  
should be  
managed on  
commercial  
principles.

Question of  
subsidies  
being made to  
develop  
industries as  
the chance of  
recoupment.

Suggestion  
that the  
trade of  
Ireland is  
progressing.

54863. They are also the few heads in regard to which you have thought it worth while to give tables of your reductions. Other railway witnesses have claimed that they have made special rates for those particular articles of export and you that you have made special and large reductions?—For butter, eggs and poultry we have made large reductions. I put in a table showing the reductions for eggs, and at all the stations mentioned there where there were special rates there were considerable reductions.

54864. The reductions made on the very heads of export you have mentioned have been such that you have thought it worth while to specialise them in your tables?—Yes.

54865. From that I infer that they have received special attention, and that the reductions are particularly large and extensive?—Naturally, we select the principal products of the country.

54866. So that in relation to these special heads of export which have increased they have been the subjects of large reductions of rates, and of supervision and attention by the Department of Agriculture?—The Department of Agriculture looked after them very well, I admit.

54867. The evidence appears to be, that when you have liberal reductions, and public supervision, there will be an increase of traffic. You have three items in Ireland where, with these conditions, there has been a development of traffic?—We have given rates which are suitable for the traffic. The development in butter and eggs has been very remarkable in the last few years—in butter particularly. Since this co-operative organisation was started in the last few years, since so much attention was paid to it by the Department of Agriculture and the Organisation Society, people have been much more alive to the necessity of sending away these things, but the rates have not been reduced lately. The rates are the same as they were fifteen or twenty years ago, I should say, with some exceptions. There has been no general reduction in rates.

54868. Lord Parnell.—In butter?—No general reduction coincident with this recent development.

54869. Chairman.—I thought the evidence was that these commodities got special rates?—I think some of them got it.

54870. We had the evidence?—Yes, but nothing considerable. On this question of rates I confine myself to my own line. On my line there has been no reduction of rates.

54871. Perhaps you have no large creameries?—Yes, we have—in Longford, Carrig and Killeshandra. Mr Lonsdale had a very big business, but he has handed it over to a limited company.

54872. Mr Serres.—Your tables, in which these very heads of export are the only ones put forward, show that the reductions are relatively large, and the inference appears to be this—that the way to develop traffic in this undeveloped country is to give liberal and generous reductions, and, if possible, work under public supervision?—Is not that what the railway companies have done? I think that the whole trend of the evidence shows they are giving reductions where reductions are desirable and necessary. The whole evidence given by myself and other managers shows the large number of specially reduced rates, which are extended wherever there is a possibility of traffic; and that we realise that our business is to reduce rates when we can make them conducive to increased traffic, and I cannot conceive any better way of conducting railways than that.

54873. Would you not admit that the power of a commercial company to surrender income is a very limited one? Could you, as a railway manager, justify yourself to your directors, or to their shareholders, if they gave away a substantial part of their net incomes, and reduced the dividends, without being able to show an immediate recoupment and a certain prospect of profit?—Why should anybody do such a thing? Why should not all the railways, however conducted, be managed on commercial principles?

54874. Because, in the case of this undeveloped country, where growth must be feeble and development slow, it might be necessary, in order to develop Irish agricultural or industrial resources, to give reductions, and reductions largely and widely, and to be content to wait upon the chance of a profit or of recoupment?—I think it would be a very serious mistake to do anything of the kind, when all the statistics show that

the country is going on very well. The railways are developing the country. Even the millers themselves say they are doing well.

54875. However, the point I wish to put is clear—that the commercial railways are under limitations in regard to reductions, the amount of them, and the prospect of recoupment, which would not apply to a system of railways under a public authority—they could be content to wait?—I think it would be very foolish if they did. That is my very strong opinion.

54876. If the development of the country required that there should be such a tentative and experimental system of reductions?—If there had been any strong case made out by traders and their representatives, manufacturers and so on, in the country, showing that the country was dying, if I might say so, and that industries were not improving and developing, it would be a different thing, but all the evidence, I take it, and all the figures of the public departments, show that things are going very well.

54877. What are the salient features of the condition of the country?—We have spoken about general exports and imports. During the last few years, from 1904 to 1907, there has been £10,360,850 of an increase. It is only within the last few years that the Department of Agriculture has been able to compile these tables; and in their last returns they show that in the four years from 1904 to 1907 the exports have increased by £8,483,000, and the imports by £7,477,000. The imports for 1907 were £51,000,000, and the exports were £50,000,000. In 1904 the imports were £54,000,000, and the exports were £51,000,000, so you see in what a much higher rate the exports have gone up than the imports.

54878. I suppose you know that these figures are subject to the qualifying observations put forward in the produce?—Yes. But after all, you see they are generally pretty good, and they are the only figures we have got, at any rate.

54879. And also, the increase in the exports is due more to an increase in price than an increase in quantity; and, further, that the apparent increase in recent years is mainly due to the export of shipping and textiles from Belfast?—I have got those figures here. That does not account for everything. Here is a very interesting thing I took out of those figures. Not only are cattle, butter, and eggs very important things for export—I took out some of the other principal items showing how well the country is doing. Take oats. In 1907 the export was £588,000, an increase of 100 per cent in value in four years; grass seed increased 55 per cent; wool increased 39 per cent; paper increased 15 per cent; ships, 60 per cent—in 1907 they were £2,400,000—condensed milk, 11 per cent; potatoes, 4 per cent; furniture, 41 per cent; and live stock, 8 per cent.

54880. Are these the tables at the end of the volume or the general tables?—This is the general.

54881. You have had a long experience of railway administration both in England and in Ireland. Within your memory was Ireland the principal, almost the sole, external source of supply of food products to Great Britain?—I have been in Ireland 26 years.

54882. You were in England before that?—I did not pay much attention to Irish questions when I was in England.

54883. Do you know that the foreign food import trade to Great Britain has had its birth as well as its growth within the last thirty years?—I dare say about thirty. I can remember Danish butter being talked of about thirty years ago.

54884. Before that Ireland was practically the sole external source of supply?—It was a much larger proportion than now. I don't know what the figures are.

54885. Since the time when Ireland was the principal or sole external source of supply there has been, owing to the growth of population in England, a very greatly increased demand?—Yes.

54886. That increased demand has been mainly supplied from abroad. Has Ireland had such a share as might be expected of the increased demand due to the increased population?—Ireland sends all it can produce. Why does Ireland not produce more? Why does not she produce more butter? She is sending all she can produce. Only the other day Sir Horace Plunkett delivered himself at some meeting. He was saying one of the questions they had to solve was what to do with the surplus milk. Why don't they make more butter?



54567. How has the great import into Great Britain from abroad been promoted? Has not it been largely by cheapness of transit?—I should say by co-operation more than by anything else.

54568. You will not deny that cheapness and facility of transit have contributed to the result?—I don't want to deny that it contributed, but take Denmark—is not it the fact that the co-operation in their methods enabled them to develop?

54569. No doubt, and the cheap transit?—The other thing is the chief thing from my point of view.

54570. Taking twenty principal kinds of exports in which Ireland competes or endeavours to compete, I find that at the present time the imports to Great Britain, to markets which Ireland occupied almost solely some thirty years ago, from abroad, are seven times in value the exports from Ireland. Is that a satisfactory or a safe position?—I would like to see Ireland doing twice as much, but she is sending all she makes—butter, eggs, bacon, and poultry—down on the main things.

54571. Ireland is a country with a diminishing population?—Even there there is a great improvement, because the emigration was 15,000 less last year than the previous year.

54572. The emigration last year is still very much larger than in several former years?—It is the lowest for the last twenty-four years. It is only 23,000 as against 39,000, and I think it is a very hopeful sign; now that the land transfer is going on the people will live in the country more and more.

54573. Lord Purvis—Is that the reason you think there was so little emigration last year?—One reason, there are other reasons.

54574. You never heard of the bad trade in fisheries?—Yes. That is one reason, too.

54575. Mr. Stoeves—The emigration the previous year was 35,000. Looking to the competition from abroad and the extent to which it now occupies markets of which Ireland formerly had sole possession, does not it occur to you that everything possible, whatever it may be, should be done to strengthen the position of Ireland as an exporter?—I should be delighted to see everything done. I would like to conclude to this end if I could, but I don't see that the suggested reductions in rates referred to would be of any avail.

54576. That is very strange, considering that the reductions which you have put forward specially in your tables of through rates have had the effect, upon which you congratulate yourselves, of stimulating the export of butter, eggs, and poultry?—No, because those rates have been in force for twenty years or more. The reductions have not been coincident with the development.

54577. Chairman—We certainly have had evidence that where those concessions were established special rates were put into operation?—I don't know that there were. There were some applications for it. Mr. Anderson gave some evidence about it, and Mr. Neale, about grading the butter in Dublin, but it never came to anything. The cream rates we did raise, but I don't think about the butter—

54578. I am speaking of a witness from Limerick. I think it was some Manchester man established a brewery, and he got special rates, and began to develop a huge trade. Your evidence is, what is the use of these reduced rates if they don't tend to develop traffic?—I don't say that, but the railway companies are making the reductions which are necessary to assist traffic, and we say the result so far as we have been successful in assisting to develop traffic.

54579. Mr. Stoeves—But commercial companies restricted to commercial enterprise cannot apply themselves to the development of an undeveloped country so easily?—I cannot agree with that, because I think a commercial company commercially managed would be far more for the good of the trader, and would be far better for the country on the whole.

54580. If facilities and cheapness of transit have developed this vast traffic from abroad, from the ends of the earth, to England, it appears plain that cheapness and facility of transit would with equal certainty, so far as you could extend them, develop it also from Ireland?—I say that cheapness of transit is only a circumstance in the case.

54581. But it is a circumstance?—It is a circumstance.

54582. Now, upon the question of the value of the trade in agricultural products with Great Britain, it appears from the Department's tables that the value

of cattle and meat from abroad is now more than double the value of the export of cattle from Ireland, and that with the exception of those heads of export to which the energies of the Department have been specially applied, Ireland occupies a minor and even an insignificant position?—I do not know that there was any complaint about rates for live stock traffic, and they could sell more in England if they could produce more. There is nobody that complains of the rates for live stock traffic to England that I am aware of, and even the Cattle Traders' Association that sent in 1904 complaints had not one about the rates.

54583. But that is one element of the case?—Take that one element in the case, the live stock traffic—it is doing very well. It is increasing and nobody complains of the rates. And I suppose that if there were more live stock and fat beasts produced more would be shipped to England. The trade of Ireland is limited by the production.

54584. Do you say that the Irish cattle trade is in a satisfactory position?—It is. I do not think it is very bad. It is increasing and increasing. It was valued at £13,333,000 in 1907, and in 1906 at £11,866,000, a big increase on the previous years.

54585. It is better to take the numbers?—I have not got the numbers, but the value is of great importance to the country; that is what is got from the trade.

54586. No, because changes in prices would affect the total value, while the course of the numbers would show the state of the trade?—Well, the numbers have gone up.

54587. Yes, but the numbers of the cattle trade at present are less than they were in 1902 and 1905?—Well, they fluctuate and vary from year to year.

54588. The cattle trade has had several periods of fluctuation during the last twenty-five years. The trade in horses has shrunk this year?—The horse is going out of existence, I think, gradually.

54589. The trade in sheep has greatly diminished, and the trade in pigs is about half the former figure?—Yes; two years ago we had a good trade in pigs, and they dropped back again next year. They fluctuate greatly.

54590. The salient features of the condition of Ireland appear to be these—A dwindling population, the land cultivated less and less every year, a rather precarious export trade, and a total lack of manufactures?—Please do not take me as agreeing to that, because I would put it rather differently. If I had to put it I would say that the export trade is greatly increasing, that the diminution of the population is being arrested, and that the land is sure to be more cultivated when it passes into the hands of the tenant.

54591. But the diminution continues, and the emigration persists, and the export trade is not developed either in proportion to the increase of the demand in England or in proportion to the vast increase of imports from abroad?—Well, it has increased per se very greatly.

54592. And there is a total lack of manufactures, as you pointed out in your evidence?—Well, there is no reason why manufactures should not spring up, because there can be no doubt that if a manufacturer wants a rate he gets it. I have had an application since I gave my evidence from a merchant in Dublin about gypsum rock and plaster, and I gave him low rates, 2s. 6d. for the rock and 3s. for the plaster, and he promised 30 tons a week, and he sent altogether about 40 tons since that time. It was not our fault that it did not do better; and I say wherever there is an industry to be started let them come to the railways, and the railways will help them; and that is the way to encourage manufactures.

54593. We have heard a great deal of readiness to help, but we have seen very slight results?—There is an instance of a slight result. Where the fault lies I cannot tell you; whether it is in the quality of the stuff or in the individual concerned I do not know; but we gave rates of 2s. 6d. and 3s.

54594. I should think the reason is this—that instead of publicly notifying the rates at the disposition of those who seek to establish manufactures, you have deterrent paper rates on your books, and if a man wants to start an industry he has to come to you, and guarantee a certain amount of traffic beforehand?—He does not have to guarantee anything. I did not ask this man that came to me anything about a guarantee. If you placed the Dublin loadings with a list of rates for manufactures, do you think that would decide any man to start them?

Jan. 26, 1909.

Mr. Joseph Dalton, Manager, Midland Great Western Railway, and Representatives of the Associated Irish Railway Companies.

The Tables of Consignments of Irish and Continental Stock submitted by the Department of Agriculture—see.

The rates for live stock from Ireland to England.

No complaint of excessive charges.

The trade of Ireland limited by the production. Reasons for the value of live stock exported in 1907, compared with 1905.

The export of horses gradually decreasing. Salient features of the condition of Ireland. Dwindling population due to emigration.

The export trade and the vast increase of foreign imports.

The lack of manufactures. Recent instances of low rates given to promote an industry which failed. Wherever an industry is started the railways will help.

Question of publicly notifying rates, instead of the present system. The companies do not require guarantees of traffic when making low rates to assist industries.

Jan 26, 1909. 54985. I think it would not in the course of time if people knew that the rates were available for them?—Well, it is known throughout Ireland, I am sure, and when anybody wants to start manufactures they come to the railway company for rates. And they are not slow in coming to the railway for rates. A great deal of my time is occupied in that way.

54986. But the fact remains that the industries are not developed?—But that is not the fault of railway rates.

54987. They say you do not encourage them?—I beg your pardon. The people who do start industries do not say so. It is only the people who come and speak for somebody else.

54988. Yes; but every company is potent in its own district?—To do good.

54989. Very potent in every way?—Yes, to do good, and it does do good.

54990. And no trader likes to alienate or antagonise the company?—No trader does. The traders are on the whole on very good terms with the companies.

54991. And they desire to remain on good terms?—Yes.

54992. And therefore they prefer that evidence should be given by persons of independent position rather than that they should come forward?—That is absolutely fallacious. No man here, I am sure, the least hesitation in coming forward on that account. I am absolutely certain of that. I have had no end of talk since this inquiry started two years ago throughout the country with traders and people on the question, and there is no one who fears to come and speak his mind here.

54993. Surely the evidence given at this Commission must be taken to be evidence of a pronounced public opinion in Ireland in favour of public administration of the railways?—I would attach importance to the people who deal in goods, and who send goods and manufacture goods, and not to the mere opinions of a lot of people not directly concerned with the railways, and who are merely travellers, and who have given their opinions as we have all heard them here. But on a public question like this you cannot attach much real value except to the opinions of those who deal in the goods and require to send the goods, and who wish to cultivate a business.

54994. Do you not say that the evidence given here is fairly representative of the opinions of those who are concerned in the development of the country—that it is very representative?—But the one great point, I say, is the opinion of the traders concerned. How many big traders, how many of the Dublin merchants have come?

54995. Where the object is to develop industries—to develop existing or establish new industries in Ireland—that does not merely concern those who are engaged at present in business, because it relates to development, and would rather mean disturbance perhaps of their business than anything else?—Well, I do not know. The people engaged in the butter, bacon, and fowl business, for instance, are vitally interested in the rates.

54996. And your statement was that those people have not been fully represented by the evidence given here on their behalf by the County Councils?—I do not know what value can be attached to that evidence.

54997. Now, tell me, when was the system of through rates from English interior towns to the Irish ports put into operation?—I do not know; but I suppose when they first began to send traffic, a very long time ago. It is much before my time.

54998. I understand that the system of through rates from English interior stations to Irish ports was put into operation before the rates were extended to Irish interior stations?—That I really do not know. I think I heard it stated, but I have not gone so far back. I do not know, but I should think that is very likely.

54999. But as far as your memory goes back the system of through rates from English stations to the Irish ports was in operation?—Yes, as far back as my memory goes the through rates were in full swing.

55000. At first were these through rates class rates?—Originally?

55001. Yes?—I suppose so. I do not know really. My information upon that is not very accurate, because I have not gone back. What I imagine is that at first when they began to adopt rates to the Irish from the interior English stations they would adopt both class rates and special rates just as they wanted.

55002. And therefore you think they might have

been class rates?—I expect at the very moment they put in class rates they must have put in special rates provided for special commodities.

54982. Yes, on large consignments presenting themselves special rates would be made up?—On large consignments.

54913. The large traffic?—Regular traffic.

54914. Where a large and regular traffic presented itself special rates would exist?—I do not say that is all.

54915. But according to the principles of railway administration the largest amount of regular traffic would have the lowest rate?—It might or it might not. I could not tell you really.

54916. That would be the general tendency?—I could not tell you.

54917. That is the general tendency of railway administration?—The first tendency is to give rates where they are wanted, and seem to be most necessary.

54918. And where the traders have means to give a good account of traffic?—Well, the bulk of the traffic is taken into consideration.

54919. All the cross-Channel rates are competitive?—Mostly, not all, because there are some non-competitive stations in England and some non-competitive in Ireland.

54920. But substantially they are competitive?—A great lot of them.

54921. Then, when you speak of the "sum of the locals," a phrase so often used in the evidence, in the case of cross-Channel rates you mean first the local rate from the Irish station to the Irish port?—Yes.

54922. And then you mean the English local, which is really a competitive through rate or through special rate from the Irish port to the interior English stations?—Yes; although there might be two or three railways concerned in England. That is what I always meant by the local rate from the station in England to the port.

54923. There was considerable doubt about that phrase, "sum of the locals," and I understood you mean by that the sum of the rates from the Irish local English interior stations to the Irish ports, and when you speak of the sum of the locals in regard to any through cross-Channel rates you mean the Irish non-competitive rates from the port to the Irish station and the competitive rate from the port to the English station?—Well, of course, the rates in Ireland might be competitive too. There are more non-competitive rates in Ireland than in England.

54924. In Ireland the system is substantially not competitive?—There are a good many competitive stations.

54925. But we have had it as evidence?—But you have had wrong evidence. We have about 35 competitive stations on my railway alone.

54926. What is the total number of stations in Ireland?—About 700.

54927. How many of those are competitive?—I could not tell you. I can tell you on our own line. We have some thirty-five stations competitive. That is one in every three or four.

54928. But, broadly speaking, the Irish system of rates is non-competitive. That is, as you have explained, each company has its own district, and has its local rates within its own district?—Ireland has not in the same proportion competitive rates as England, but it does get a substantial proportion of those rates.

54929. I take it that your company has its own district?—Yes, put it so.

54930. But you put it so?—No.

54931. Yes, in your evidence you say each company has its own district?—I could not have put it that way; quite the contrary, because it is not the fact.

54932. I think you will find that you say in your evidence that each company, broadly speaking, has its own district?—I wish we had, but we have the Great Northern and the Great Southern in the right of us. The Great Northern are better placed. They have only the Northern Counties to compete with.

54933. I think I may put it that, broadly speaking, the Irish system of local rates is non-competitive?—No.

54934. Well, give me some estimate—some direct answer?—I have given you a direct answer. On our line there is about one-third or one-fourth competitive, and we have, perhaps, more competitive than the others. They have about a fifth or a sixth

54934 Then the bulk of the Irish system is non-competitive rates?—Yes, modified by what I have said.

54935 Yes, the companies fix the rates at their own discretion?—Well, we cannot do that.

54936 Within the law?—Within the law?

54937 Yes?—Well, as to that, when the revision of rates came up in 1892 we agreed pretty well to a scale of rates generally, with clause rates for special commodities; so we have got a scale of rates to guide us. You do not exactly fix rates as you like; and, more than that, you have the law of undue preference.

54938 But within the law?—Yes, the law has a very controlling influence.

54939 The rates upon which imports are carried into Ireland are pressed down by competition, while the bulk of the rates upon which Irish goods are carried in Ireland are at the discretion of the companies within the law?—We have tables put in for hardware and boots and shoes and furniture which show that it is practically the sum of the locals.

54940 But the point is that the imports into Ireland are on competitive rates?—To a large extent.

54941 And that the internal rates are not?—Railway companies cannot do just as they like and play Old Harry with their rates.

54942 But as to local rates, they are not obliged to reduce them except so much as they please, and as the share of income they get on through rates, settled by law as it is, is limited, they are bound to make up such income as they require out of their local rates? I do not believe that. The locals are based on a general scale, and even should you lose on any traffic yet do not shirk the locals up.

54943 But you are obliged to take what you can get in the case of the through rates, while in the case of the local rates, fixed at your discretion, you are not obliged to put them down more than you think proper?—Well, to a large extent we do put them down.

54944 I know 80 per cent of the traffic is carried at special rates, but the fact remains that some of the rates are not under the control of the Irish companies and the others are?—Of course, it is the fact but the local rates are within the law, and the law of undue preference is equally fair to everybody.

54945 Imports are carried in on competitive rates, and the Irish traffic, within Ireland, is carried, so far as it is within the company's district, at non-competitive rates?—But as I said, and I am speaking of my own company, the through rates are to a large extent composed of the local rates.

54946 The through rates are competitive?—But composed of the local rates.

54947 They are competitive?—Not always competitive.

54948 The through rates are competitive—they are competitive by reason of the plurality of routes and the plurality of shippers?—They are competitive to the extent of the sea part of the voyage.

54949 And competition also as between the railways in England?—Yes, but then they are agreed upon, so far as I say, and they are not unduly reduced; and, as I pointed out, the through rates from England to Irish stations for a good many commodities are in the same of the locals.

54950 Oh, yes, but I have just interpreted that phrase. The locals mean usually on the Irish side a non-competitive rate, and usually on the English side a competitive rate?—I repeat that the charge against the public is in many cases the sum of the locals.

54951 I think I have not yet obtained from you a clear admission upon that question, that the through rates to Ireland are competitive rates forced down by competition, and that the bulk of the local rates in Ireland are fixed at the discretion of the company, simply within the law?—But, of course, I cannot agree that the rates are all forced down by competition. There is competition, but all the local rates to the ports are not forced down.

54952 But affected?—Affected, if you wish, but they are not forced down. If you take all the rates you will find that they are not forced down by any means.

54953 They are competitive rates, though?—Practically.

54954 Chairman.—I suppose 80 per cent of the traffic is competitive coming to Ireland?—Why competitive?

54955 It must be competitive?—Well, certainly. / Jan. 25, 1902.

54956 Mr. Storer.—That is what I asked you a while ago, and now you have replied to Sir Charles with alacrity?—Well, the Chairman understands the subject thoroughly, puts his questions differently, and can get a more direct answer. I don't want to say that you don't understand it, but I have to explain myself more fully.

54957 I put the same question, and therefore my ignorance, though very real, cannot have been apparent?—I wanted to say fairly that there were stations in England non-competitive, and that the traffic between England and Ireland was competitive so far as the sea went.

54958 I think the fact remains, and we may as well agree about it and leave it, that through rates into Ireland are generally competitive and local rates in Ireland are generally non-competitive?—As far as the sea goes.

54959 As far as everything goes. When was the system of through rates from England to Irish ports extended to Irish stations?—Oh, that is before my time. That is ancient history.

54960 Would it be accurate to say that there was first a system of through rates to the ports?—I do not know, sir. I am taking it from you.

54961 I take it from Colonel Plevin?—Well, he is older than I am. I cannot go back so far, I am thankful to say.

54962 He states that whenever you want a through rate from an Irish interior to an English interior you would find a through rate already from the English station to the Irish port?—Well, as a general rule, there is a rate to the Irish port.

54963 And the extension was made afterwards to the Irish stations?—Yes.

Chairman.—I attended that Irish Conference between 30 and 40 years ago.

54964 Mr. Storer.—Mr. Tallow has 40 years' experience?—(Witness.)—I was in Scotland 40 years ago, and it was the Scotch Conference I knew more about than the Irish.

54965 Chairman.—I remember the Scotch Conference too at that time. Witness.—I suppose it is going on fifty years since they were started.

54966 Mr. Storer.—Colonel Plevin described the method by which the through rate from the English station to the Irish port as extended to the Irish interior station. He said you take the local rate by the nearest port to the station, add it to the existing through rate to the port, and deduct cartage and make other deductions when desirable, and thus then forms the extended through rate?—That may be the case in some instances. It may be the case very often, but I say, as regards our own line, that a very large proportion of our through rates are the sum of the two locals without deducting anything.

54967 He states that they deduct cartage?—I am saying what our practice has been.

54968 And then having made that rate by the nearest port you then apply the same rate by all the other ports to the same station?—The rate is applied by all ports, speaking generally.

54969 Yes, speaking generally. Now tell me, even when you divide a through rate of that kind upon the mileage of the shortest route it appears to be evident that the company which possesses a non-competitive rate, a rate fixed at the discretion of the company, in taking its share of that through rate, upon the ordinary division by mileage, must lose, in comparison with the company which brought into the through rate a competitive rate—that is that the company at Ireland has to take less. With the competitive rate on the one side and the non-competitive rate on the other, when you come to divide the through rate and apportion it by mileage it appears to be certain that the company which has the non-competitive rate will lose in the division by mileage?—I do not quite follow. I may be quite stupid, but I do not follow it.

54970 The premisses is that the non-competitive rate will be higher than the competitive rate?—I do not quite follow it. Are you going to give me the points?

54971 I am speaking of through rates?—Take that through rate from Liverpool to Cavan where there are two routes.

54972 First from Manchester to Dublin and Dublin to Mullingar, as you were describing?—Yes.

54973 I say that if the rate from Dublin to Mullingar was a non-competitive rate, and the other

Mr. Joseph Tallow, Manager, Midland Great Western Railway, and Representative of the Associated Irish Railway Companies. The question of competitive non-channel rates. Through rates into Ireland generally competitive and Irish local rates non-competitive.

Method of fixing through rates between interior Irish and interior English stations.

A very large proportion of the M.G.W. through rates are the sum of the locals without any deductions.

The through rates generally apply by all ports. The question of the shortest route taking the through rates from more distant ports.

Jan 26 1904.

Mr Joseph  
Tucker,  
Manager,  
Midland  
Great  
Western  
Railway, and  
Representative  
of the  
Associated  
Irish Railway  
Companies.

The question  
of the shorter  
route ruling  
the through  
rate by more  
distant route  
—*see*.

The division  
of through  
cross channel  
rates.

Practically no  
rates divided  
by mileage.

Usually the  
shorter route  
prevails upon  
the through—

The division of  
rates between  
companies.

Absence of  
information  
affecting the  
question of  
State  
purchase  
indicated with-  
in the scope  
of the inquiry.  
Difficulty of  
determining  
what share-  
ment of the  
export rates  
the Irish rail-  
ways' revenue  
could afford.

Considerations  
for the Com-  
mission when  
dealing with  
the question  
of State pur-  
chase.

was competitive, and they are combined in a through rate, the company owning the non-competitive rate will lose in the division by mileage?—I do not see that; because, take Manchester and Mullingar, and suppose that that rate is made up of the local rates, and in the division we get the local rate.

54974. Mr. Sween, K.C.—You say you get the full local?—I say we might, and why should we not?

54975. I am asking you in practice?—I am not going to tell all the secrets of the trade.

54976. Do you suggest that you get your full local out of the through rate?—As a matter of fact we might get more.

54977. But as a matter of practice?—I am not going to tell you all that.

54977a. I intend to ask you by-and-by.

54978. Mr. Sween.—If the rate from an inferior English station to an Irish port has been fixed by competition and the Irish rate from the Irish station to the port is non-competitive the presumption is that it is a higher mileage rate and that when you come to divide the whole through rate by mileage the Irish company will lose?—Not necessarily at all.

54979. Chairman.—You may take it that there are no rates divided by mileage, practically none. You have special divisions?—We have.

54980. Mr. Sween.—The Clearing House book says that the rule is division by mileage?—The Clearing House book does not tell you everything.

54981. It appears to tell us nothing?—Well, it has no right to tell you those things.

54982. But you are going to tell us?—I am trying to do my best.

54983. If the Irish rate was non-competitive and the rate from the English station to the Irish port a competitive rate the Irish company would stand to lose as a division of the through rate by mileage, if it is divided by mileage?—If it is divided by mileage, and I say it is not.

54984. Now, when you apply a rate by a shorter route to the longer routes is the division of that rate made in the same ratio of money between the companies, as if it were the shorter route, or as it made according to mileage?—Usually it is the shorter route that prevails upon the division, not always. This question of division relates to agreements, and various other circumstances.

54985. I am only endeavouring to get some idea?—But as to the division of a rate, I do not think we should feel inclined to speak, I really cannot give you any information as to how rates are divided between companies. They are for through traffic, and I do not see why we should.

54986. The question I am putting is this.—When a rate is settled by the shortest route and is then applied to longer routes, is the rate divided between the companies in the same proportion, say, as for the shorter route, or by mileage?—I cannot give any answer to that; there are so many diverse ways in which rates are divided between the companies, of a private nature.

54987. You are aware that this inquiry includes State purchase in its scope?—Yes.

54988. And the companies say that any reduction which may be hereafter given in export rates will have to be borne out of the Irish share of the rates?—Yes, that is so, sir.

54989. How are the Commission, in dealing with State purchase, to consider what abatement of the export rates the revenue of the Irish railways could afford unless they know what is the Irish share of those rates?—I really do not know. They can judge, generally, by the local rates, but if such a question is to be considered that would come afterwards. I should imagine that if the State purchased the Irish railways, and afterwards wanted to make experiments in reducing rates, they would then be in possession of all information necessary to guide them, and I do not think they should get that sort of information beforehand. And how would that enter into the question of State purchase?

54990. You keep on asking me questions?—Well, I am very sorry, sir, if I transgressed.

54991. What I wish to put to you is this—that this Commission has laid upon it the duty of considering State purchase, and that in considering State purchase it has to regard not only the present actual net income of the Irish companies but their probable future net income. The Commission, in entertaining or considering the question of State purchase, will have to consider what abatement of ex-

port rates the future revenue of the Irish railways would be likely, in practice, to afford, and if these abatements are to come out of the Irish share of the through rates with England, how is the Commission to consider that question without knowing the Irish share of those through rates?—I am sorry I cannot help you there, sir.

54992. Well, you are aware how strongly it has been urged in evidence that Irish manufactured goods ought to be carried in Ireland upon as low a rate of charge as the Irish share of the through rates upon imported goods?—Oh, I have heard that, but I have not heard any manufacturer say so.

54993. It has been urged in evidence?—Not by manufacturers—except, perhaps, Mr. O'Dea.

54994. The Commission must pay attention to the evidence of intelligent and honest witnesses?—The Commission can appraise the evidence better than I can.

54995. Not better, but as well?—I have given you my candid opinion about these things. I do not think any manufacturer said so. I was thinking whether Mr. O'Dea did, but I do not think he made that statement.

54996. We have had it repeatedly?—It was not the opinion of experts.

54997. Why, a deputation waited on the railway managers some time ago, and there were members of the Irish Transport Association, and the Irish Development Association, and a great many people engaged in manufacturing, and the claim they made, and it has been made by a great many people before us, was that the Irish railways in carrying Irish goods ought to carry them for so low a charge as they make upon imported goods; that is for a charge not higher than the Irish share of the through rates?—I do not remember any man manufacturing any specific article coming to us and saying "I want it for such goods, and you ought to encourage me."

54998. The Irish Development Association, and the Cork Development Association, and the Transport Association, and other associations were represented there that day, and those include hundreds of manufacturers, and they said that Irish goods ought to be carried in Ireland at as low a rate as that upon imported goods, that the rate upon Irish goods ought not to be higher than the Irish share of the through rates on competing goods, and that the rates ought at least to be reduced to bring them into better proportion with the Irish share of the through rates. Now is the Commission, in its Report, to deal with that question or not?—Well, sir, as I said before, I cannot help you in that.

54999. You received, on the 15th of December, a letter from the Commission?—Yes, sir.

55000. Asking you, on the part of the companies, to submit to the Commission a certain list of model settlements?—Yes.

55001. These model settlements, if submitted, would have shown the constituent elements of certain through rates and the manner in which those through rates are apportioned?—Yes.

55002. Your reply to that was, "I am desired to say the companies feel they are not at liberty to go into a matter which deals exclusively with the apportionment of through rates between individual companies, and which does not affect the rates paid by the public"?—Yes.

55003. But I think you rebase, with regard to the question which I have submitted to you, that so far as the duty of this Commission is concerned it cannot be discharged conscientiously or completely without the knowledge which the Commission by a unanimous vote desired you to afford?—No, I do not know that yet, or even if I was on the Commission, that I should want that information.

55004. If you were on the Commission, you would not want it, because you have the information already, but the Commission is not in that position, and there is a mandate to the Commission to deal with State purchase, and I have submitted to you two fundamental particulars in which it would be very hard indeed to deal with that vital matter unless you afford the information sought for?—Well, I should not have thought that was vital to the question of State purchase.

55005. It is vital to the question of State purchase to consider whether State purchase can be made of valuable use to the country, and that question in its turn would depend on the extent to which the probable future income of the United Irish Railways

would afford convenience, and unless we know what part of that probable future income is composed of the Irish shares of through rates it would be impossible to deal with that question satisfactorily?—Well, I should not have thought that. If you were contemplating a reduction of Irish rates I should have thought that you would have determined what reductions should be made without reference to that point.

55006 No, because in order to determine what reduction of through rates could be made it would be necessary to know out of what Irish income you are to make the reduction?—No, I think I should look at it from another point of view, viz.—what is necessary to improve the trade of the country, and, if necessary, make reductions accordingly.

55007 Yes, what is necessary or desirable for the trade of the country?—Not exactly what you would get out of this Irish proportion of the through rates.

55008 Surely what the system could afford must be the main consideration. What do you mean by saying that the companies feel they are "not at liberty"?—Well, in the first place we are only parties to this division. I could not give it for my company without the consent of everybody concerned, and besides you do not want to show your divisions to all the companies in England or Ireland. To do so might not be good for the Irish railways. You, if the Government or anybody happened to own the railways, might not think as for selling, and look at the number of those on the division sheet who are parties to a division of the through rate.

55009 Have the companies represented by you any objection to give the information?—We have all objections, sir.

55010 All of you?—Yes, we are unanimous in the matter.

55011 You do not say that you are unwilling, but that there are some constraining circumstances?—We are unwilling, we do not think it desirable at all. I suppose, Mr. Sexton, you would like the Irish railways to get all they could out of the through rates. We want to try to get all we can, and we do not want to tell all the world what the Lancashire and Yorkshire or London and North Western give us out of the through rates.

55012 Did you not tell the Irish public before this Commission that you did not get enough out of these through rates?—I did not say that, and I could not tell you how this division, as a rule, is made, and I saw Mr. Aspinall, who is an English railway manager, understands that we have to try to get all we can in division of the rates.

55013 Surely when Colonel Plover spoke of the Bankruptcy Court, and when you said that the dividend of the ordinary shareholder would soon be lost, you said that in reference to the claim that Irish goods should be carried at the same rates of charge that you make for imported goods, that is at the same scale of through rates. Is not it obvious from that that your share of the through rates must be greatly much less than your cost?—It all depends on how you carry the traffic, whether by a longer route or a shorter route. A great many through rates on my own line are based upon the local rate, and I can assure you we do not get a very improper share in the division of the rates, but take one instance, that is from Liverpool to Curzon via Dundalk and via Dublin. From Dublin via the Midland Great Western line is much longer than Dundalk to Curzon, and, of course, we have to get a much lower rate out of that because the shorter distance route is the rate. But why on that account should the rate be the longer route from Dublin to Curzon be reduced?

55014 That is another argument. I am saying that even in a division upon the shortest route the Irish company is likely to lose. It is quite clear that where traffic is carried by the longer route, and much of it must be earned by the longer route, the Irish share of the traffic must be less than the local rate.

55015 Chairman.—That goes without saying. Why don't you admit that at once?—I have practically said that, and, as I have said a few moments ago, you cannot help these things.

55016 Mr. Sexton.—The companies have decided to withhold from the Commission the information which the Commission requested?—Yes, sir, we cannot give that information. We respectfully decline to give that. I think that you said the terms of reference include State purchases. They do not seem to do so.

55017 Chairman.—The terms of reference are wide enough to include everything?—Yes, but they are not specific as to State purchases.

Chairman.—Oh, so, but they are wide enough. 55018 Mr. Sexton.—The terms of reference, without any limitation, ask "by what methods"?—Oh, yes, I beg your pardon.

55019 Now, it is often said that the through rates work both ways, implying, I think, that they confer equal benefit both ways, but the important through rates, the special rates which are low for large traffic and which develop large traffic, will work practically only one way?—Oh, no, both ways; because through rates for commodities from Ireland work in that direction and through rates for commodities from England work in that direction, and one balances the other.

55020 But I am talking about particular special rates, a particular special rate is a rate on one commodity between two stations. It is usually given, as not it for the purpose of facilitating traffic from one end?—Yes. Of course, in most cases traffic flows from one end. Take hardware. That flows from England to Ireland, but in some cases it operates both ways. Take woollen goods. That operates both ways.

55021 Unless in the rare event where the same kind of goods have to be sent both ways from a certain Irish point to a certain English station, and from that English station to the same Irish station—an event rare indeed—the special rate really works in only one direction?—The same observation applies to all rates.

55022 No, because through class rates include a whole class of goods, and it is more likely when you have class rates between two stations that you will have the same class of goods going both ways than in the case of special rates on one commodity?—Yes, as regards special through rates. The traffic flows in one direction only. That is mainly so, but there are some exceptions.

55023 I was anxious to dispose of the idea that a special through rate worked equally in both directions, implying that each side get equal benefit?—I say that if anyone sends traffic in the other direction he gets the rate. The rate is there.

55024 But the rates on large traffic, special rates practically work in only one direction?—Oh, yes, less the nature of things, but there are exceptions.

55025 You are constantly dwelling upon exceptions. Kindly induce yourself to dwell upon the general facts?—I should like to be as accurate as I can, but then I should like to add anything that occurs to my mind.

55026 But it prolongs the matter, and hardly makes it clearer. It is also said that the system of through rates confers greater benefit upon Ireland than upon England?—Because there is a larger traffic from Ireland to England than in the contrary way.

55027 But is that the way to test it?—I do not know what other way. That is the way we look at it.

55028 Because there is a larger traffic carried from Ireland to England than from England to Ireland the benefit is greater to Ireland?—Yes.

55029 But is not the benefit to be tested not by the amount of the traffic but by the value of the goods, by the profit made, and by the employment given, and the wages earned by the production of the goods?—These are all considerations, but there is nothing to prevent Ireland starting these things.

55030 But they are the main consideration?—Through rates are not a detriment to that.

55031 Take the cattle trade. Is not that a form of industry that gives the least employment?—It does not give a very great deal, unfortunately.

55032 Take butter, eggs, and poultry. Do they give any employment comparable to that given by manufacture of goods?—No. Still butter, eggs, and poultry tend to keep large numbers of the people. They come in the first instance from the small tenants, and are gathered by the merchants. They keep the people.

55033 They fill up the time?—Well, it is useful in the peering of poultry and collection of eggs and making of butter.

55034 Ireland is an exporter of food products, cattle, and farm produce?—Chiefly.

55035 England is, according to your enumeration, an exporter mainly of manufactured goods?—Yes.

55036 Now, as there any comparison between the benefit which a country derives from the export of cattle and farm produce and the benefit it derives

Jan. 20, 1909

Mr. Joseph  
Fowler,  
Manager,  
Midland  
Great

Western  
Railway, and  
Representative  
of the  
Associated  
Irish Railway  
Companies

State purchases  
embraced in  
the terms of  
reference to the  
Commission

The through  
rates apply in  
both directions

There is  
special consideration  
afforded those  
chiefly in one  
direction

Reason why  
through rates  
confers greater  
benefit to  
Ireland than  
to England.

A larger traffic  
flows from Ireland  
to England than  
from England  
to Ireland

That is the  
normal  
direction

The correct  
comparisons  
should be by  
the value of  
the goods and  
the employment  
given.

Ireland chiefly  
an exporter of  
food products,  
while Eng-  
land is mainly  
a manufacturer  
of goods.

Jan. 26, 1897.

Mr. Joseph  
Faherty,  
Manager,  
Midland  
Great  
Western  
Railway, and  
Representative  
of the  
Associated  
Irish Railway  
Companies.

The question  
of through  
rates England  
and Ireland.

Expansion of  
Irish traffic.

Proportion of  
goods traffic  
in Ireland as  
compared with  
British.

Comparison of  
the population  
and length of  
lines in Ire-  
land, England,  
and Scotland.

A large  
increase of  
traffic on the  
Irish railways.

Which have  
done very well  
relatively and  
substantially.

The question  
of whether the  
expansion is  
due to the de-  
velopment of  
the resources  
of the country.

from the export of manufactures, considering the wages they give, and that they develop population, promote travelling, and increase the consumption of goods?—Well, in Ireland there are a great many people employed in rearing poultry and collecting eggs, and there is a large question in that, for they are better employed than in factories, and it is much better for the country.

55037. Now, you are entering into rather ethical considerations?—The whole thing is rather ethical.

55038. Not at all, I am on commercial considerations. Now Ireland exports to a market where the whole world competes, casting down prices. England sends her goods here to a market where she has, on the whole, a monopoly. Is not the idea that Ireland derives a great benefit from the through rate system rather fanciful?—No, I do not think so. I hope to see greater tonnage going from Ireland to England, and if she manufactures articles she will get the benefit.

55039. As to expansion of traffic, much has been said about expansion of traffic, and many percentages have been shown, but it appears from the official statistics that the proportion of goods traffic in Ireland in 1896 was as 1 to 71 as compared with England, and as 1 to 12 as compared with Scotland?—Yes; I will take your figures.

55040. Does not that indicate retarded expansion?—No, I think the absolute figures I have given indicate that traffic in Ireland shows a greater expansion.

55041. You have shown the percentages for each country compared with itself for a period, but for comparative expansion all your percentages must be looked at in the light of these figures?—Tell me what tables you are looking at, my friend.

55042. I am not looking at any tables, but I have obtained these from the annual returns of the Board of Trade, showing the gross totals of the English, Scotch, and Irish traffic, and it appears that the Irish traffic in 1896 was as 1 to 71 as compared with England, and as 1 to 12 as compared with Scotland, while the English population is eight times that of Ireland, and the English length of lines five times that of Ireland, the Scotch population and length of lines being both about the same as Ireland?—Yes.

55043. Does not that indicate retarded expansion?—No, it shows the relative difference between the countries, and there is no doubt that there has been a large increase of traffic on Irish railways in the period shown.

55044. That is positive expansion. You did not make a comparison?—Yes, and that relatively Ireland has done very well, and that the increase of railway traffic has been such a percentage in goods and in minerals and in live stock, and so on, compared with England and Scotland, and these figures relatively show that Ireland has done very well, but when you come to compare the total amount of traffic in each country you must take into consideration how great the difference is. Scotland has great mineral resources, making it entirely different to Ireland, and England has population, manufactures and minerals; relatively, on the other hand, the Irish railways have done very well.

55045. But when you take the local percentages only, without taking this comparison into view the percentages tend to obscure the fact that the traffic of Ireland is a very minute fraction of the traffic of England, or even, of Scotland?—I think everybody knows that the two countries are so different, but the really important point I make here is that the Irish railways are doing fairly well, and I say that the tables I have submitted show that the traffic has expanded relatively and substantially.

55046. Passing from comparative to positive expansion, do you suggest that the mere expansion of railway traffic denotes development of the country?—Well, I should think it does very much in that direction. I should think so.

55047. Suppose that expansion of traffic arose from an increased import of coal, would that mean anything more than the native fuel was being exhausted or that the people had ceased to use?—Would that mean development?—I should think that if we had a large increase in the importation of coal into Ireland it would mean that the industries we wanted to see were being started.

55048. It is admitted that important industries do not exist, except at the ports. I put it to you that to increase the import of coal for domestic

purposes would not imply development?—Well, it would mean that the people had greater spending power to buy coal as a luxury.

55049. Or that they had not spent?—That is not likely to happen in Ireland, with her immense bogs.

55050. It would not show any development of Irish resources?—Of course if we had a great increase of thousands of tons of coal brought even for domestic use only, that would mean that the country was better off, as it was able to purchase it.

55051. But it would not show any development of resources?—If I saw the coal import go up like that, by leaps and bounds, I should say that it would be a very good sign.

55052. It would be substituting an imported for a native product material?—Yes.

55053. If there were a greater export of good food, excellent food, and a larger import of cheaper food because the people were not able to use the better food, would not that imply rather the growth of poverty than development?—Well, I do not know.

55054. If there were a larger import of manufactured goods and less manufacture of goods in the country would that denote development?—The fact of a large importation of manufactured goods would show that there was more money in the country, more spending power.

55055. Have you prepared, or could you submit, a table, showing how far the expansion has been due to a larger carriage of Irish agricultural or industrial products, how far the expansion of traffic was composed of such products?—I am not sure I could do that very well. I think of a general table was submitted it would be as much as we could do.

55056. Without that, you see that no inference can be drawn from mere expansion of traffic in regard to development, agricultural or industrial?—From my point of view very clear inferences can be drawn from those tables.

55057. I put to you several cases of expansion of traffic which may denote industrial decline?—Those facts are not present in these figures. I can tell you this from general knowledge that that increase is general on railways and on all sorts of things. Speaking of the better condition of the country, its greater wealth, its greater luxury of living on my own line, for instance, which serves the poorer parts of the country, you have more groceries and hardware more drapery goods, more wine, and more tea, showing the people are better off.

55058. More imports and less native work. Could not you give us a table showing what the amount was of each important commodity that was carried in the first year of your comparison, and what amount in the last year, or something of that nature?—Something to let us know from the point of view of our inquiry whether or how far the expanded traffic of Irish railways is due to something which denotes development of Irish agriculture or development of Irish industries?—I think we have shown that to some extent. We have shown how the live stock traffic has increased, and how the parcel traffic has increased, and that is largely made up of Irish goods, butter and eggs and poultry, and these things, and also of fruit in some places, and we can tell you generally, and I am sure every railway manager in Ireland will tell you, as far as our observation goes from day to day, that the increase has been general over all commodities, because there has been nothing special to account for anything like what you are suggesting about coal, for instance, and the millen have told you that there is more milling in Ireland, and it is not for living on cheaper food. In fact, more flour is consumed than used to be. Indian meal used to be eaten to a greater extent by the poorer people, and they are living better now.

55059. Why cannot you give the table making out the commodities?—To have that taken out for every station on the line, time and expense would be against it. It would be enormous.

55060. Otherwise?—Take your Goods Manager's report for the last half-year?—Yes.

55061. Does not he report to you generally the increases of various articles, for your Chairman's speech for instance?—Oh, yes; we do get general information like that.

55062. That is the information that Mr. Seaton wants?—You cannot go back 15 years.

55063. In the first place, you have not the books?—No.

55064. You do not keep books more than six years, I suppose?—Oh, no.

55065. So you could not do that. But the company prepare at the end of each half year's account a synopsis of the trade of the line generally?—That is very general, of course; but what we do, so far as our line is concerned, is that we go upon the main facts—such as coal and flour and grain.

55066. And butter and eggs?—No, we cannot keep these separately; we have to work economically; and all that means checks, if we have to take those statistics from month to month, and we can only give the main items.

55067. Can you give Mr. Sexton what you have got?—Yes.

55068. Mr. Sexton.—What I feel is that there is nothing in the evidence incompatible with the view that the visible decline of Ireland in population and otherwise is not contradicted by the expansion of the traffic on the railways; that the expansion of the traffic may be explained by causes which have nothing to do with the development of Irish industry or Irish agriculture?—That I cannot see. It seems so plain.

55069. Chairman.—As a general rule, the railway traffic receipts of the country are the best barometer of the trade of the country?—Yes.

55070. That is a general rule?—Yes; and I do not know anything special that has occurred. Certainly not on my own line.

55071. Mr. Sexton.—I omitted to ask you, Mr. Taylor, whether you have a special classification peculiar to the Midland Railway?—We have. We have the supplemental to the general classification, which is applicable to all railways. Then we have an additional number of articles in a lower class than the general classification.

55072. That is what you might call special to the Midland?—Yes.

55073. Could you put in a copy of that?—Yes.

55074. Is it like that of the Great Northern?—No; not so extensive as the Great Northern. I think there is a reason for that. Our class rates are lower than the Great Northern.

55075. You do not carry coal, eggs, and bacon a distance lower than the general classification?—No; our class rates are lower than theirs.

55076. I understood you to say that these classifications, of which there are three—the statutory, the Irish, and the company—there are three of them—the two latter are intended for local—Irish traffic?—Yes; those exceptions in the general classifications, and local to the particular company.

55077. What happens when traffic in these categories is sent to or from Great Britain—for instance, through traffic?—I think the general classification applies.

55078. Involved in the higher class?—Yes.

55079. But then, when the through rate is being fixed, does the rate of the lower classification come in to form the through rate?—That is very hard to say at the moment. When the through rate is formed it is generally a special rate; and, I imagine, it is a special lower rate which forms the basis.

55080. As to these commodities on your system in a lower class, whenever you want to form a through rate, or special rate, it is the rate of the lower class that would be taken into calculation?—I think so. These particular items of traffic which are specially classified are, generally speaking, not those which come through from England.

55081. I notice that in the general modification most of the articles are articles of import, and in the Great Northern they are mostly articles of export?—Possibly. I don't remember at the moment.

55082. It is somewhat difficult to measure the beneficial effect of this classification upon Irish interests when one knows how the de-classification operates in relation to the cross-channel through rates?—Except, as we know generally, that the cross-channel through rates from Ireland to England are formed by a combination of the lower special rates.

55083. So that a commodity enjoying in Ireland the lower rate, by reason of the lower classification, would have the lower rate used in the combination to form the through rate?—Yes, I should say so, if the special through rate is adopted.

55084. Just on a matter of detail. In the general modification of 1892, Windsor chairs were put into Class III?—Yes, in Ireland.

55085. I am told that in the case of these chairs, produced by a mill on your system, they have been changed in Class V. up to last year?—Yes, in one

case—the Nawan Saw-mills. Through a mistake of the stationmaster it was done. It was a pure mistake.

55086. I am glad I have given you an opportunity of saying so. Have you any other mill of the kind on your system?—We have several saw-mills on our line.

55087. They have received this advantage since 1902?—Certainly; the whole of them since the date it was adopted. But I am told the modification was adopted in 1906, not in 1902.

55088. It is given in your evidence as having been part of the modification adopted by the Irish companies in 1902?—I said adopted, but I did not say when. Speaking from memory, a large number of these were in 1892, at the revision, and others were adopted when representations were made about rates.

55089. Did you say it was only adopted in 1906 for the first time?—That is what my assistant told me, and I am sure it is right.

55090. Now I want to put this fact to you?—Is that Nawan?

55091. Yes, I am told that in the case of this saw-mill, in the half year before you allowed them the lower classification the traffic carried was less than one-twelfth of the traffic in this class in the half year after you allowed it?—On their own claims.

55092. Windsor claims?—I do not know what the reason was.

55093. They seem to attribute it to the change of class, and they should know a good deal about the subject?—Do they attribute it specifically to that cause? I should like to see them about that.

55094. Now, I should just like to ask you a few questions about the average receipt per passenger and per ton, and first the average receipts per passenger. We know these are many averages used in this inquiry—an average is an arithmetical fact, is it not?—Certainly, it does not convey so much.

55095. Then why do you use so many of them? You give us averages of cost per track mile, and the Board of Trade returns is a compilation, a panorama, of averages. We know the comparisons of normal fares pretty well by now?—Yes.

55096. It would appear that the question of any difference in the passenger average receipt must turn very much upon the extent of cheap occasional abatements of fares?—On short distance passengers.

55097. Yes, but also on the question of cheap occasional abatements of fares?—Yes; but I think the chief is short passengers.

55098. We have evidence of the occasional abatements in Ireland—specific evidence—but we have no evidence of the occasional abatements in England and Scotland?—They are very considerable in Ireland.

55099. In what country are they relatively greater?—I should say in Ireland.

55100. It is a question remaining in doubt. I only suggest that we have not had similar specific evidence about England?—It is not in doubt as regards Ireland. I question whether they give market tickets to the same extent as we do.

55101. I think the ordinary observer knows that cheap tickets are given to a vast extent in England?—I question whether the proportion of people travelling to and from the markets in England is as large as the proportion of those travelling in Ireland.

55102. We have evidence relating to Ireland, but we have no evidence relating to England. You attacked the averages on the assumption of another average, namely, that there is an average shorter distance per passenger in England, and you proceeded to deduct large numbers of short distance passengers?—Yes.

55103. The traffic is so vast in England that when you deduct 300,000,000 of passengers on short distance, the third-class average is scarcely affected?—I take it that is a very large proportion of the whole.

55104. Have you observed that nothing has been said so often and so emphatically in the railway evidence given, as that Ireland is a country of short distance traffic and of retail traffic?—As regards passengers, traffic, I think it is a country of rather long distance passengers.

55105. Ordinary passengers?—Even the fact that you have not large towns in Ireland with big suburban traffic.

55106. It came out in a round way in evidence that the Great Northern Company carries, between Belfast

Jan 26, 1909

Mr. Joseph Taylor,  
Messrs.  
Midland  
Great  
Western  
Railway, and  
Representative  
of the  
Associated  
Irish Railway  
Companies.

The  
classification  
of Windsor  
chairs.  
Several  
averages  
on the  
M. G. W.  
railway.  
All of which  
showed the  
advantage of  
the reduced  
classification.

The average  
receipt per  
passenger.

Differences  
in the average  
due to short  
distance  
traffic.

Occasional  
abatements in  
passenger  
fares  
relatively  
greater in  
Ireland than  
in England or  
Scotland.

The question  
of Market  
tickets.

The vast short  
distance  
traffic in  
England.

Ireland a  
country of  
rather long  
distance  
passengers.

Jan. 26, 1909.

Mr. Joseph  
Tafford,  
Manager,  
Midland  
Great  
Western  
Railway, and  
Representative  
of the  
Associated  
Irish Railway  
Companies.

The average  
receipt per  
passenger—  
on.  
The short  
distance traffic  
carried by the  
G.N. (I) and  
D. and G. R.  
Companies  
does it affect  
the average

The return  
fare much  
cheaper in  
Ireland than  
in England.

The greatest  
loss for return  
journey in  
Ireland.

The average  
rate per ton  
Mr. Adams's  
conclusion  
that the cost  
of transit in  
Ireland adds  
more to the  
price of  
commodities  
than in  
England or  
Scotland.

Ireland a  
country of  
short distance  
and retail  
traffic.

Average  
distance of  
goods traffic  
in Ireland.

and Leamora a distance of seven miles—with a station to every mile—about a million passengers a year?

—No, I have not heard of that.  
55107. Mr. Pies, who gave evidence for the South-Eastern, which carries five million passengers per annum, stated that half of that number is carried between Kingstown and Dublin, a distance of six miles, with a station for every mile of the way?—Yes.

55108. Putting the sum total of Irish passengers at 29 millions, these two items of 2½ millions, carried between two stations six miles apart, represent nearly one-eighth of the whole number of passengers carried in Ireland?—Yes.

55109. The average fare in Ireland is 1s 6d.—Yes.  
55110. Is it not obvious that if you deduct even this 2½ millions from the Irish total you decrease the Irish average just about as much as when you deduct the hundreds of millions of passengers on electric railways in England?—Yes; but against that you have the short distance traffic in England, which I did not deduct, for instance with the large farming towns in the Midlands. That is a set-off against it.

55111. I should have liked to see a little more balanced treatment. Your method of deducting passengers in England seemed to lack precision—I tried to make it precise. I did not take anything off for the big railways in England, which have immense traffic for short distances to and from the great centres of population which you have not in Ireland. Look at the fares. The return fares are cheaper in Ireland, especially in third-class.

55112. The return fares may be, a little?—A good deal.

55113. There are some return fares in Ireland nearly double the single?—Not quite.

55114. There are some return fares in Ireland nearly double?—Taken on the whole the general fare is one and two-thirds for the return journey.

55115. The Irish total of passengers carried is so comparatively small that reductions, such as I have shown you, produce a large effect upon the average?—If, for the sake of argument, we leave out the electric traffic, because there is nothing which corresponds with it in Ireland, and you eliminate all traffic within 15 miles distance—doing the same in Ireland—very likely you will get the same figures as you do now.

55116. Now, as to the average rate per ton. You are aware of Mr. Adams's conclusion that apart from any question of average length of haul, the average receipt per ton does show of itself that in Ireland the cost of transit adds more to the prices of commodities than it does in England and Scotland?—It does not show that. It depends on the value of the commodities. Take butter, for instance, which is 250 per ton.

55117. You say it depends upon classes of goods which are carried. Surely, Mr. Tafford, taking a broad view of it—England being one of the wealthiest, and Ireland one of the poorest countries—do you think it likely that the traffic of Irish railways includes a higher proportion of high-class traffic than England?—Well, you have better and such goods, which form a large proportion of the tonnage.

55118. Looking at the wealth and luxury of England?—Yes, but look at the lot of raw material carried in England.

55119. I think it is a matter of conjecture?—I think it is a matter of conjecture—there is not much in it.

55120. Ireland is a country of short distance traffic and retail traffic; whether that retail traffic is more below the "small" limit of weight or above it, does it not tend to account for the higher average rate per ton?—To some extent, perhaps, because the small scale is a higher rate per ton.

55121. And if the traffic is generally short-distance traffic in Ireland is it not somewhat difficult to conceive why there should be a higher average receipt per ton, unless because of higher rates?—I do not think it is such a short-distance traffic in Ireland. I doubt if our distances in Ireland are shorter than in England.

55122. I notice in the report of the Departmental Committee on Preferential Treatment that of £200,000,000 worth of foreign imports, two-thirds were distributed from the ports of Liverpool and London. That seems to indicate a vast deal of long-distance traffic?—I do not think our distances are short distances. Our average distance is 60 to 70

miles, and I do not think England is any longer, they have so many centres of distribution in England.

55123. Is there not a great deal of traffic in Ireland carried at rates very much lower than the average rate of 5s. 11d?—Of course, and a great deal higher; to get the average there must be—

55124. Upon the whole, Mr. Tafford, does not it really appear that the subject is one upon which no very confident conclusions can be proclaimed?—I do not think any conclusions can be proclaimed. Comparison of rates is the thing.

55125. Comparison of individual rates is a tedious operation. This Commission has not been distinguished for its speed, but if it set till the day of judgment it would never come to any conclusion upon mere comparisons of individual rates?—I do not think this average receipt per ton really tells you very much.

55126. I wished to make it clear that I thought there were two sides to the question, and that the evidence given did not conclude it on one side. There are just one or two points more I want to ask you about. One is the financial position of the Irish companies. The traffic receipts were heavily down last year?—Yes; because 1907 was an exceptional year; they were only down in respect of passengers. There was an increase in the goods and live stock.

55127. The dividends were down?—Because they were exceptionally up in 1907 owing to the Exhibition. We paid ½ per cent. extra, entirely owing to that. The 1908 figures, except for passengers, are better, and for the seven principal Irish companies they are £77,000 better than in 1906.

55128. I think I could name a particular very important line on which the dividend is down, without any regard to the Exhibition?—They all suffered from that, the Great Northern, and the Great Southern, and ourselves in a lesser degree.

55129. The Great Northern declared a lower dividend than what had been usual before the Exhibition was heard of?—The traffic receipts are up compared with 1906. They are up by £77,000 for the seven companies. I have the figures for each company.

55130. I thought the traffic receipts were all down?—I have them here.

55131. I mean the total receipts?—I have them here, sir, in a handy form. I will just read you, say, 1903, as compared with 1907—the passengers are down £78,739; but in other things they are up.

55132. For all the lines, do you mean? For what lines?—The seven principal companies. Minerals and live stock, comparing 1908 with 1907, show a rise of £3,332; 1908, compared with 1906, which had not the disturbing element of the Exhibition, it shows, as regards passengers, £2,785; but up, as regards goods, minerals, and live stock, by £78,880.

55133. The securities of the railway companies have been going through a course of depreciation in value for a great many years?—So has everything in the way of investment.

55134. A great many things. Most things. We are now upon the railways?—That will not last, we hope.

55135. Let us see. You spoke in your evidence of increased receipts. Increased receipts are only one element in the financial position. If we look back into the railway statistics of the Department since 1877—a period long enough to enable us to judge of the financial trend—I give the figures subject to some time—we find the gross revenue has increased by 40 per cent. in that period, but the working expenses by 60 per cent., and that, consequently, the net revenue has increased by only 20 per cent. That is the experience of the whole of the railways of the United Kingdom, and I expect in other reasonable concerns expenses go up.

55136. In 1877 the net revenue was equal to a dividend of 4-16 per cent.; in 1906 of only 3-10d. We may never again go back to the halcyon days of 1877, but I hope we will improve upon the present Irish position of things.

55137. When the working expenses and the cost of additional capital, taken together, show such a result as that, in relation to the net revenue, it does not indicate much ground for confidence in improvement?—I do not agree, because I think there is every sign and prospect of progress in Ireland and the



present expenses will not increase in anything like the same ratio. I hope we have reached the summit of expenses.

55138. Have the companies been consulted on the question of purchase?—By whom?

55139. By anyone—by your Committee or by the Board?—Well, the Boards are the companies.

55140. Have the shareholders been consulted?—About State Purchase?

55141. Yes?—Oh, no.

55142. Have the Boards themselves come to any conclusion with regard to it?—I cannot speak for the Boards of the Irish railways. I can only speak for my own company, and I am only giving my own personal opinion where I say that, so far as I know, it has not been discussed.

55143. You appear here as the spokesman of a committee of directors who represent the associated companies. I think?—Yes; and I am here to give evidence as to the position of the Irish railways, and to answer charges made against them.

55144. Well, now, as you have mentioned that I have often stated, in the course of this inquiry—and I would like to invite your concurrence—that any question of particular complaints and particular regret, serious as they may have been, are merely incidental, and if there were no complaint, or if every complaint had received the most absolute and complete reply there is still the great public question to be determined?—Well, I have often heard it stated that the complaints of the people were of the most vital moment to the inquiry, and not incidental to it.

55145. The merits of many of the complaints have been admitted in the most conclusive way by removal of the causes, and many others are still the subject of discussion, but I say, if there was no complaint, the question whether a commercial system of railways, worked for private profit, is best suited to promote the interests of Ireland, is entirely outside any question of complaint or reply?—I suppose it is.

55146. I do not think it at all essential to the case that there should be any blame cast upon the Irish railway companies, but that it may well be a question whether, apart from blame, it is to the interest of the directors and the whole community to settle the difficulty?—I cannot conceive the possibility of imputing any blame to the Irish companies.

55147. That is your position?—Yes, and a very sound position, from the evidence.

55148. But a contrary position is taken by many capable people?—No evidence has been given of it.

55149. Oh, yes, there are five volumes of it printed?—Yes, but not evidence.

55150. That is a matter of argument?—Yes.

55151. Has your company come to any conclusion on the question of State purchase?—My committee have not discussed the question. I am not authorized in any way to say anything at all upon that subject, but I am quite at liberty to express my own personal opinion about it.

55152. But you have discussed the plan of purchase put forward by Father Meekah?—No; I simply referred what he said. I did not discuss it at all. I limited myself entirely to that. I put forward no proposition whatever of my own. I simply limited myself to criticizing the figures put forward by Father Meekah, as it was given in evidence.

55153. There is no difference between us, critics in discussion?—The gist of my criticism was to show that the savings he assumed could not be produced, and to show that his prepositions generally were not unfair.

55154. You say there would be no saving by purchase, and by united working, and that if a public system were instituted for the purpose of reducing the rates, the money saved would be spent on other things?—I said this—there may be some saving by unification, but it would be more than counterbalanced by expenditure in other directions, and I believe that.

55155. That is an assumption. In dealing with the future, no doubt, we must go upon that assumption. Now, take the Act of 1864. That Act provides terms upon which the Government have the right to come to any company, and to purchase their line?—Yes; but that Act is a little obsolete; it is a long time ago, and at that time they were contemplating dividends of 10 per cent.

55156. Not necessarily; apart altogether from the question of the rate of dividend?—

36. Ewan, &c.—It applies to the tramways by the Act of 1862.

Mr. Croker, Berrington, Schneider.—It is always looked upon as obsolete.

55157. Mr. Stokes.—The Act says expressly whatever the rate of dividends may be the general terms of purchase apply?—I think it says it must be left to arbitration if the dividends are less than 10 per cent.

55158. No; but that any company not satisfied with 25 years' purchase may resort to arbitration upon the plea of better prospects, and upon that plea alone?—Well, that plea of better prospects is a very living one. I believe the prospects are better now.

Chairman.—The Act speaks for itself.

Witness.—The prospects are brightening every day, and that would have to be taken into account.

55159. Mr. Norton.—It is a very slowly-growing radiance if it is brightening. Well, there is the Act; it has its authority just the same as any other Act. The validity of an Act does not depend on its wisdom. The average net profits of the railways is £1,640,000, and 25 years' purchase of that would be £41,000,000?—I do not know whether 25 years' purchase would be a fair thing; but the Act itself says the company can refer to an arbitrator.

55160. Upon the plea of better prospects?—Which exist. If the railway companies are to be acquired by the Government it should be on such terms that no shareholder should lose.

55161. Is it, in your judgment, a question simply of price?—No, I think it would be a mistake to do so.

55162. Is it, as the minds of shareholders a question of price?—I cannot say what is in the minds of the shareholders. It would be a very serious matter for consideration. The shareholders should not lose, and I do not suppose 25 years' purchase would put them in the same position as they are at the present moment. I should say the shareholders are very keen on not suffering anything.

55163. Have you worked it out in regard to the Midland?—No.

55164. I have gone into it with regard to other important lines, and I find it would pay the market value, with a wide margin?—Well, at present, on our 3 per cent, 25 years would mean £75.

55165. I do not think your conclusion follows. You are to take 25 years' purchase of the net profit, and apply the proceeds to the purchase of all the stocks of each company?—I have not gone into that matter. 55166. I did go into it in the case of the Great Northern, where the stocks are high in the market, and where 25 years' purchase might be thought less adequate, and I found that after paying the market value of all the stocks there would be a margin of one million?—I have not gone into those conclusions; but I say that if anything happens the shareholders should not suffer.

55167. You said that the net additional revenue on a unified system would be lost in increased expenditure?—Yes.

55168. Suppose I add to the 25 years' purchase half a million for rolling stock and improvement of inferior lines?—I could not deal with that subject. I have not prepared my mind for it. One cannot deal with those things without a good deal of study.

55169. Well, assuming stock issued at 3 per cent., it would leave a quarter to half a million in profit on the present net revenue?—I do not believe, if there was purchase, the shareholders would get what they ought to get—sufficient to give them the same income as at present, with the good security of the Irish railways. I do not believe, with any sort of financial legibility, you would save anything.

55170. There is no legibility. It is as plain as the friar's on one's face. Stock secured upon the railways and the rates of Ireland would be an indefeasible security, and guaranteed at 3 per cent. there would be at least a quarter of a million saved out of net profit?—I cannot follow the figures at all.

55171. One more question. Considering the state of the law, and that the companies had full notice of the law before they made the lines, if the public of this country are convinced that their interests require a unified public control of railways, and resist their desire in a constitutional manner, is there any good reason why it should not be granted?—How are you going to get at that question? If the ratepayers were convinced you might get an overwhelming majority against it.

Jan. 24, 1899.

Mr. Joseph Tullien, Manager, Midland Great Western Railway, and Representative of the Associated Irish Railway Companies.

The Railway Act of 1844.

Always looked upon as obsolete.

The average net profits of the railways.

Twenty-five years' purchase provided for in the Act detrimental to the shareholders.

The effect as applied to the M. G. W. Railway Stock.

The net additional revenue on a unified system would be lost in increased expenditure.

The benefit of a 3 per cent. Stock to the proprietors of the M. G. W. Railway.

The question of a unified public control of railways.

Jan. 28, 1904

Mr Joseph  
Tatlow,  
Manager,  
Midland  
Great  
Western  
Railways, and  
Representative  
of the  
Associated  
Irish Railway  
Companies

The suggestion  
that State  
Railways  
have become  
the prevailing  
system  
throughout  
the world.  
The State  
Railways of  
Belgium and  
Switzerland.  
The American  
system.

Terms of  
reference of  
the  
Commission  
as regards the  
retardation of  
expansion of  
traffic

Productivity of  
these terms  
being qualified  
of those had  
been more  
adequately  
available at  
the time.

The figures of  
the Dept of  
Agriculture  
show there  
has been a  
large  
development  
in recent  
years.

Increase in the  
value of live  
stock in  
four years  
Increase in the  
stock  
products  
during the  
same period.

Contribution  
that the  
railway  
companies  
have done  
their utmost  
to expedite  
traffic

55172 But the ratepayers have voted, and upon that, as upon all other public questions, there is a constitutional method of expressing opinion?—My opinion is that it would be a great mistake.

55173 The great majority have a right to think otherwise?—Yes; I am giving my own opinion.

55174 I am very much obliged to you. We may differ upon this question, but I offer my tribute to your ability?—With regard to purchase. Did you see what occurred the other day in Switzerland? The railways there have for the past five years been taken over by the State. They have had enormous expenditure, and they are not sure now that they did not make a great mistake.

55175 It is a little too late to make an observation of that kind, when State railways have become the prevailing system throughout the world?—Belgium is regretting it in just the same way. I have the consular report here. That is the most recent country.

55176 Show us a country where they have ever changed back?—You could not change back. There is Switzerland. She is the last of the family, and she is regretting it.

55177 What about the United States—are they regretting anything?—I do not know what the opinion is there; it is divided, I think.

Examined by Colonel HERBERT POPE.

55178 You are aware, Mr. Tatlow, that one of the terms of reference to the Commission is to ascertain "What causes have retarded the expansion of traffic on the Irish lines, and their full utilization for the development of the agricultural and industrial resources of the country." I suppose you agree with me that the very terms of that reference presuppose, on the part of the Government—which, of course, appointed this Commission—that the expansion of the traffic and development of the country's resources was not supposed, and I think it is a pity it was so.

55179 Would you agree with me that if the statistics, which within the last three or four years have become available through the working of the Board of Agriculture, had been in the possession of the Government at that time, the terms of reference to that particular might have been considerably qualified?—I think it is very likely.

55180 You know the Board of Agriculture was instituted in 1899, and the first report, setting forth statistics, was published in 1904. In other words, we have only had four reports?—1904. I do not think they were published till 1906.

55181 The figures go back to 1904?—The figures were not available till 1906.

55182 At the time this Commission was appointed the statistics for 1904 were the only ones before the Government. Looking at those statistics, which are, of course, correct—certainly the last report, for 1907, where they have been shown to be incorrect in some particulars, have been amended—would you go so far as to say that, so far from there not having been a development in the food products, live stock, and dairy produce of this country—which, after all, under existing circumstances, are the chief products of the country—that so far from there not having been a satisfactory development, it has been very much the reverse?—I think so.

55183 I see that, in the last four years, in the matter of live stock, there was an increase of one million in value?—Yes.

55184 In better an increase of nearly one-quarter of a million; bacon, half a million—pounds?—I am speaking of pounds value—eggs, three-quarters of a million; grain, wheat, barley, and oats, three-quarters of a million; in other words, in those commodities which I have quoted, an increase of over £3,000,000?—Yes.

55185 That, I think, would of itself rather seem to indicate that there had been a satisfactory development in the commodities in which this country deals?—I think that is very clear.

55186 Your view is, that so far from the railway companies not having contributed to that development in the matter of rates, they have done the utmost in their power to bring about this satisfactory result which I have just mentioned?—I think they are constantly working to that end, and that they live in touch with the wishes of the country.

55187 Is it also your view that even though they do give low rates, it does not necessarily follow it will always lead to a development?—No; not in all cases. This morning I gave you the gypsum case.

55188 I desire you remember that only a couple of months ago we had the evidence of Mr. Pim, and no doubt you will recollect that he said that on their system there was a rate of 4s. 6d. per ton on practically all agricultural products—a very low rate, much lower than that in force on most of the other lines—which rate had been brought about by sea competition, and he observed that that had led to a very satisfactory development?—As regards the railway company getting traffic from the sea.

55189 And also considerable development?—I. It was shown not to be the case.

55190 I was going to ask whether you have seen the figures that have been sent in?—I have, sir.

55191 It seems rather a coincidence that so far from agriculture having shown any development in Wicklow and Wexford in the ten years which have elapsed since the low rate was put in force on the Dublin and South-Eastern Railway, the very reverse has been the case?—I saw the figures.

55192 Mr. Pim, in his letter to our Secretary, points out that for the County of Wicklow the average acreage previous to 1900 was 41,335, and since that time the average acreage under cultivation was 36,143, a reduction of 5,000 acres. That was for the County of Wicklow. In Wexford the decrease was 7,158 acres, or 51 per cent, showing, in other words, that the effect of that low rate did not stimulate development?—No.

55193 Will you go so far as to say that in the matter of agricultural development—which, after all, is one of the principal resources of the country—the actual rate has got very little to do with the actual increase or decrease in cultivation?—I should say so—the present rates, they are, I take it, fair, reasonable rates.

55194 You must look to other factors?—Undoubtedly.

55195 Other than the actual railway rate to so count for any increase or decrease?—Yes.

55196 For instance, a rate of 4s. or 10s. would make very little difference if the price were not satisfactory?—Quite so.

55197 Now, I should like to ask you one question as to your criticism of Mr. McNulty's tables. Do I take it as a general principle that your criticism is that in many cases taken by Mr. McNulty—of Irish rates—they have been taken at stations where there has been practically no traffic, where a class rate has been entered in the book and he was bound to take it, but that in the majority of cases, if traffic had passed at that station a special rate would have been given to meet that traffic?—I have no doubt that would account for many of the rates he has taken.

55198 I gather from the figures you give with regard to butter, eggs, and one or two other articles that, with respect to your system, many of the rates are considerably lower than those given by Mr. McNulty?—That is so, sir.

55199 I see on page 12 you refer to the fact that Mr. McNulty, of course, took the slow goods rates on the Continent and compared them with what are quick rates in this country?—Yes.

55200 That point was put before Mr. McNulty by the Commissioners, and he justified his tables by the fact that he was obliged to take the conditions which actually existed in the country?—Certainly.

55201 He further went on to say that as a matter of fact goods by slow transport on the Continent reached their destinations on practically very much the same time as goods in this country did by what we call quick transport?—On main lines?

55202 On main lines?—Of course, Mr. McNulty did not know anything about the time occupied in the transit of goods from one main place to another main place.

Chairman.—Mr. Pratt said the same thing.

Witness.—Between main places.

55203 Colonel Hutchinson Peck.—You remember Mr. Cooke, Vice-President of the Belfast Chamber of Commerce. I think he is a representative man, and speaking for the northern portion of our country—which is looked upon as rather progressive—referring to the very point about the difference between Continental traffic and Irish traffic, Mr. Cooke said with regard to flour that it took three days for it to go 90 miles from the mill to Ghent?—He did.

55204. Colonel Piers mentioned it took 24 hours for goods to go from Brussels to Cologne, a distance similar to that from Belfast to Dublin?—Yes.

55205. So that there are two cases showing that the conditions in regard to speed, which the Continental order has to put up with, are inferior to those prevailing in this country?—There may be some favoured districts on the Continent, but even there you see the railway has an advantage; if delay does occur they have from three to four days to fall back upon.

Chairman.—Mr. Cooke said they were allowed three days for the transit.

Colonel Hutchinson Peck.—Mr. Chairman, may I quote what Mr. Cooke said?

Chairman.—I know what he said. They are allowed three days, and, as Mr. Tallow very properly says, if they do it within three days they are not liable for any delay.

Colonel Hutchinson Peck.—He said:—The boat leaves Ghent every Thursday. They are about as far as from here to Dumbarton to Ghent, and the stuff must be despatched on Monday to catch the Thursday's steamer; it takes three days to travel 50 miles.

Witness.—There may be favoured spots on the Continent where they get a quick service—Ireland gets it over the whole country.

55206. Chairman.—Mr. Cooke said they were allowed three days. You think the through rates are more beneficial to Ireland than in England?—Yes.

55207. Colonel Hutchinson Peck.—At any rate I think you said this morning that seven-eighths of the miscellaneous Continental traffic is sent through the *Expeditious*?—Of the general goods.

55208. The mere fact of it being sent this way west of itself show that goods sent may be three, four or five days on the road?—Until the wagon is filled.

55209. You go on to say that in Mr. McNulty's tables he is taking the rates for oats, wheat, and other grain in 5-ton loads and comparing them with 5-ton loads in this country; and he has pointed out that if two comparisons between the actual consignments were taken, the figures would work out much more favourably for his Department?—Yes.

55210. I would ask you whether you think that is altogether a fair conclusion. Mr. McNulty justifiably argued that he was stating the conditions which applied on the Continent. I think if he adopts that principle in one system of railways he should take it in another. The conditions under which consignments are sent in this country are 5-ton lots?—For that particular class of traffic.

55211. The tables which you have prepared show that if the 5-ton rates are taken for oats, wheat, barley, and other commodities of that kind passing between the stations on your system which were selected by Mr. McNulty, that with the exception of the rates between Sligo and Ballymote, Boyle and Swindon, and Sligo and Clonsilla, in every other instance the rates are lower than those quoted by the Department?—Certainly. I need hardly point out that if you take places on our line corresponding to those distances, our rates are lower than the lowest rates he has given.

55212. With the exception of the three stations I have mentioned, you show that in every instance your rates would be lower than the rates he has given?—With very few exceptions.

55213. There is only just one other question. I find I understood you to say that you thought the through rates were more beneficial to Ireland than to England, owing to the fact that the greater proportion of through traffic is from Ireland to England?—In this way they are of greater benefit to Ireland.

55214. Assuming that the through rates into this country were considerably lower, would that, in your opinion, be likely to lead to the establishment of new industries or the development of such manufacturing industries as we have—would it be any real factor in the question? If the through rates into Ireland were considerably lower than they are, would that have any material effect in either developing industries already existing or leading to the establishment of new manufacturing industries for the treatment of raw material? Mr. Sexton put you some questions with the object of showing that if we had very low through rates into Ireland, for the advantage of Ireland, it might lead to the establishment or to the development of industries?—That is, a through rate from England for raw material?

Mr. Sexton.—I think my question was to show that the import rates, especially on manufactured goods, are relatively too low; and that it is the local rates in Ireland—the non-competitive rates—which the companies fix at their discretion that are relatively too high.

55215. Colonel Hutchinson Peck.—That is not my question. That is not quite the point I had in mind. I meant to ask you, Mr. Tallow, whether if you carried the raw material into the country for next to nothing, would it, to any extent, promote the new industries, or the development of those already existing?—Low rates for raw material for manufactures from England into Ireland, if you want to start manufactures here, would be of benefit; but the rate itself would not, I think, lead to any industry being started.

55216. We all know how this country has been crippled—and the people driven to one industry, the land—and that handicapped as they are, in fighting in the highly capitalised and well established concerns in England, they have great difficulty in making headway in manufacturing industries. In your opinion would low rates really help them very much?—No; not very considerably. I should be very glad to see industries started in this country, and to assist in arranging cheap rates for them.

55217. Broadly speaking, in the majority of cases, the Irish railway companies get their full proportion of the local rate out of the through rate?—I did not say that, sir. I said the through rate, speaking for my own railway, was made up, in a great many cases, of the sum of the local rates. But I did not give any information, nor could I, as to how the receipts are divided afterwards between the companies.

55218. Then I took your evidence wrongly. I understood that in a great many cases you got the full amount?—No, sir.

#### Examined by Lord PRINCE

55219. Mr. Sexton has already asked you all the questions which I intended to put, as regards your original examination; but there are one or two answers to those questions which I would like to clear up for my own information. One of them—and you seem to hang pretty strongly to it—is that the class of evidence and witnesses that have come before this Commission are not the class that you seem to place any reliance upon. What surprised me was that you did not accept—or the Committee of the railway companies in Ireland, for which I assume you are speaking, did not accept—the evidence of such important bodies as the Chambers of Commerce of Belfast, the Harbour Commissioners of Belfast, and of Londonderry and Oyle, and the County Councils. If this Commission had simply kept itself to the mere traders, who are personally interested in the mere reduction, quite apart from the shareholders interested, or the interests of Ireland, I should have considered your charge a reasonable and proper one, in a way, coming from the great railway companies of Ireland, that there was no evidence of any importance given by any body of traders; but I thought the bodies I have alluded to would be the most important and representative bodies?—I have every respect, indeed, for the evidence given by those bodies; but what I wanted to convey was this—that in regard to rates, people who pay the rates and manufacture goods so few of them have come and complained that their businesses have been injured; and what I never particularly dwell upon was this—that if the local rates in Ireland were too high, compared with the through rates, and manufacturing business therefore could not be developed, I said emphatically, "Why don't these people come forward if there is any truth in the allegation, why do they not come here, and give some proof of it?"

55220. Then it is quite evident you have not read the evidence. What has taken place all through this inquiry is this: these very traders were going to the proper body over and over again. In cross-examination I asked, "Did you apply to the County Councils?" and they said they did. The Harbour Boards of several ports came over and over again. They said in certain cases the railway companies had given an unfair advantage to traders, by giving us wagons and refusing them to another. On what grounds the railway companies take exception to the evidence given by these bodies I have mentioned and

Jan. 25, 1898.

Mr. Joseph Tallow, Manager, Irish Railway Great Western Railway, and Representative of the Associated Irish Railway Companies. Low import rates for raw material for Ireland would be beneficial. But the rate itself would not lead to any industry being started.

The division of through rates between the companies.

Information withheld advisedly.

The question as to the reliability of the evidence given before the Commission.

Suggestion that there was no evidence from manufacturers or others (especially interested as to excessive rates).

Alleged preference to traders.

Jan. 26, 1906.

Mr. Joseph  
Tatlow,  
Manager,  
Midland  
Great  
Western  
Railways, and  
Representative  
of the  
Associated  
Irish Railway  
Companies.  
The question  
as to the  
reliability of  
the evidence  
given before  
the Com-  
missioners—*res.*

The traders  
have not come  
forward  
themselves  
to make  
complaints in  
to high rates

Public Bodies  
have appeared  
But not the  
traders who  
allege  
excesses

Mr. A. Cooke's  
evidence as to  
the rates for  
fax.

Many of the  
complaints in  
the companies  
either  
exaggerated  
or reduced

say it is no evidence I fail to see. I have no doubt you have been instructed to give this evidence—or have been advised to give it. It has been a great wonder to me that public companies, like railway companies, could come forward and say that the County Councils of these great counties and the Chambers of Commerce of Belfast, Dublin, Londen-derry and Cork are not worth being heard. If you take any one of the Chambers of Commerce, and read their proceedings for the past six years, you will find them trying to urge upon the railway companies to give proper facilities. Why, deputations after deputations at some of these public bodies that I have said upon, have appeared with the object of trying to bring pressure to bear on public bodies in this direction. I want to make it clear that I have been more surprised at your statement as to this than at any evidence you have given since you went into the box?—I have read the evidence, and I certainly did not say I did not consider the evidence of these bodies was not worth being heard. You are putting words into my mouth which I never uttered. On the question of rates, this is the point I want to state very clearly, and I will state it again. On the subject of these rates for commodities in Ireland, particularly for manufactured articles in competition with England, that if the people felt that these rates were against them they would have come forward and given evidence themselves.

55221. Then you believe in the evidence of the man himself rather than that of the Chamber representing him?—On points like that, certainly.

55222. Surely you are wrong in assuming that these Chambers of Commerce of these ports and the County Councils are not people who have the welfare of that country at heart?—Of course, these Chambers of Commerce have the welfare of the country at heart, as I hope I have. But I emphasize the point that the traders who allege grievances have not come forward themselves and made complaints.

55223. Could anything else have been stronger than these public bodies coming forward and handing in facts on behalf of these traders?—Certainly.

55224. The man coming forward would not be stronger than the public body?—Yes, far stronger. I will put myself in the position of a trader. If the railway rates have hurt me, don't you think, if I was a sensible man, I should come here and say so.

55225. Mr. Cooke came here as the representative of the Belfast Chamber of Commerce, with regard to the carrying of fax, and you come forward, and say, "I do not care the least about his evidence?"—Excuse me, I did not say that.

55226. Oh, you did, over and over again?—I do not think so.

55227. He was in the fax trade, and therefore his remarks were quite right?—I do not think I ever did say that the evidence of these public bodies was not worth attention, nor did I endeavour to minimize it in the least. They are excellent public bodies, no doubt, and they were giving evidence from their point of view.

55228. If this Commission were to sit for another two years, we could then examine thousands of other witnesses. We considered we were doing the right and proper thing in receiving evidence from these representative public bodies rather than from individual men, who had complaints to make against the railways. The evidence as put forward was put in a simple way, and not exaggerated; and in my opinion these men tried to give it fairly and honestly?—I beg your pardon, Lord Pirrie, I am not suggesting anything. I really think you are putting a lot of words into my mouth that I have never used. I will state my point again—that people who complain that their business have been crippled have not come here themselves.

55229. Mr. Sexton.—Many of them were both members of public bodies and traders—many of the witnesses?—I come to this point. A man can come here, and say, "I cannot do business, the rates are killing me."

Mr. Sexton.—Many have said it.  
Chairman.—A furniture manufacturer said it.  
Witness.—Mr. O'Don. We showed that the rates were low. After all, Lord Pirrie, four-fifths or seven-eighths of the cases put before the railway companies have been found to have been exaggerated, and many have been refuted.

55230. Lord Pirrie.—But the question you have raised to-day?—I have raised no question.

55231. I have read your whole evidence. I say you have raised the question in answer to Mr. Sexton that you did not consider the witnesses we had were the proper witnesses?—I never said it. My evidence will speak for itself; it will be correctly reported.

Chairman.—I think, Mr. Tatlow, you rather did discredit the evidence of witnesses, and that the man you would like to see here was the leader who actually paid you the money.

Witness.—One moment, I would not like it and that I discredited the witnesses.

Mr. Sexton.—Mr. Tatlow spoke of "representations of County Councils, and Heaven knows what."

Witness.—I intended to say that we did not get witnesses with regard to the charges that the local rates were injuring Irish industries.

55232. Mr. Sexton.—Surely, when it is said that there are no important industries in Ireland except at two ports, you cannot expect people to come forward as you suggest. The gist of the case is that the industries do not exist; you speak as though they did.

Lord Pirrie.—All I want to say is that if you wanted to make that point you should have made it six months ago, when you gave your last evidence.

Witness.—I would like to read what I did say then.

Lord Pirrie.—I am not examining you on what you said then. If you do raise that point I shall have to go back—

Chairman.—There is no need to raise that.

55233. Lord Pirrie.—You have told Mr. Sexton you are personally opposed to State purchase?—I am.

55234. But you say you have not considered it?—I have not considered it personally from the financial aspect.

55235. Then how can you say you are opposed to State purchase if you have not considered it. I am only using your own words. I have written it down this time distinctly?—I have said nothing that is inconsistent. I have not considered the financial aspect of it, but I have considered the local question as to whether it would be good for the country. That is quite consistent, my lord.

55236. Are you in favour of a judicious amalgamation of the railways into three great systems, in any other system of amalgamation?—No. The only system of amalgamation I would be in favour of would be the merging of some of the very small lines into larger lines in the neighbourhood, as I said in my evidence in June last. For instance, Cavan and Leitrim and lines of that nature.

55237. You would not go in for an amalgamation of six or seven lines, you would not even go in for the amalgamation of three?—No; I would not. I think things as they are—

55238. Amalgamation of three lines, I believe, I myself advocated before the Allport Commission. You would not go quite so far as the amalgamation of the three main lines, but the amalgamation of what you have already spoken you think would be an advantage?—Very small, with the proviso that I put before—that it should be on terms on which seller and buyer would not lose. It would be very difficult.

55239. Then you agree with Mr. Cooke that the amalgamation of the County Down with the Great Northern would be an advantage?—I think the County Down is a grand little concern as it is.

55240. You heard Mr. Cooke giving that evidence. He thought it might be an advantage to the travelling public?—I do not hold that opinion.

55241. That is not one of the little amalgamations you meant?—No.

55242. You said you rather agreed with the smaller amalgamations?—An amalgamation of the smaller poorer lines, such as the West Clare, the Clough Valley, and Cavan and Leitrim.

55243. Would you not be in favour of one of the large lines, like your own, if it were possible, giving a prosperous line like the County Down in amongst the poorer lines, so as to help them?—That line lies in the vicinity of the Great Northern. The County Down is a rich line in the vicinity of a rich line.

55244. You mean amalgamation with respect to the poor lines, for which you will get nothing from the Government?—Of the poor lines, yes. Even then some of them would be a bad bargain.

55245. I did not quite grasp what you said about cheap fares being only advantageous to a railway company when for short distances?—I do not remember that, of what was that apocryph?

55246. I understood you to say that unless there were short distances there was no advantage?—Oh, no, we give reduction for long distances as well.

55247. The advantage to the railway company would be if it gets extra traffic?—Yes; if it gets extra traffic.

55248. I did not understand you to say it was an advantage?—The purpose is to get more people travelling.

55249. I thought so. I have only two more questions. The question of the better traffic from Ireland. In 1906 it was 3½ millions, and in 1907, 4 millions. How is it that Ireland, with its enormous population and good land, has only exported 3½ million pounds' worth of butter in 1906, when New Zealand and Australia, which are over 60 times the distance—Australia and New Zealand together have exported over 4½ million pounds' worth of butter coming into the English market; that has not been done by organisation societies, but I suppose you will admit it has been done by the railway companies of Australia and New Zealand, combined, together with steamship companies?—I do not know. It must be done by the energy of the farmers, I should think. The first question you asked me was, why does not Ireland increase the quantity. I should say because she does not go in for winter dairying. That is not my fault.

55250. Are the railway companies doing anything to facilitate winter dairying?—It is not the province of the railway companies to do that.

55251. Surely, it is one of the first things the railway companies should do with the object of increasing traffic. In New Zealand they have large storage accommodation—I mean cold storage accommodation—so that butter can be kept and put upon the market at the most expensive time. Have you anything of that kind on your line?—No; the butter goes over at once, and is not stored anywhere.

55252. Would it not be better if you had such facilities?—If the companies put up such stores tomorrow you would find them empty.

55253. All the railways in New Zealand—with its population of 800,000—are State-owned (the last railway having been bought by the State just recently)—that population sends forward 4½ million pounds' worth of butter?—The butter merchants might try it but if they could get better prices in the winter.

55254. The rail and steamship companies should cater for the trade?—We are not butter traders. Ireland has never proposed to keep butter for the winter.

55255. But is Ireland to be kept in the same state that it was a thousand years ago?—You have the co-operative societies.

55256. Do you give them better rates than the farmers?—We do not give them better rates than the farmers. We treat everybody alike.

55257. All over Ireland?—All over Ireland.

55258. Chairman—You remember at the beginning of the inquiry doubts were expressed in two or three directions that traders would not come before us because they were afraid of the action of the railway companies. You remember that?—Yes.

55259. We had a number of communications from traders sent to the Commission, complaining of overcharges and in nearly every case declining to come and give evidence because they were afraid the railway companies would punish them in some other way for coming before us. Now, I took the opportunity early in the proceedings of stating that I did not believe the railway companies would do anything of the sort, and that the traders could come. But that feeling exists even up to to-day, and no doubt many traders would not come before us because they were afraid of after consequences. Just to clear up the point raised by Lord Purvis just now. I cannot see how a more representative group of witnesses could have been got together. Forty-one representatives of County Councils, 43 representatives of Urban Districts and Borough Councils and Town Commissioners; we have had 14 representatives of Rural District Councils; 5 from Boards of Guardians; 30 from Chambers of Commerce; 15 from Harbour Boards; 39 from industrial and other associations; 2 from steamship companies; 15 from public departments; 5 from county

surveyors; 55 comprising miscellaneous (Members of Parliament, solicitors, and barristers, and amongst them, 23 traders) and 14 individuals unclassified, and 15 witnesses in connection with light railways, making in all a total of 257, or deducting those included more than once, who represented two or more bodies, 221 individual witnesses. Nothing could be more representative to my mind than such an array of witnesses. If the Commission had been confined to individual traders it would have been absolutely impossible to hold this Commission.

Lord Purvis.—Yes, certainly.

Witness.—What I wanted to point out was, that individuals have not come forward to us. With regard to that first statement of witnesses being afraid to come and give evidence, I had a letter from the secretary of your Commission inquiring as to that, and I consulted with my brother railway officers as to it, and we talked it over, and we gave the answer that they need not have the slightest fear. Some people are afraid of ghosts. It would not have made the slightest difference.

55260. Lord Purvis.—How can you say that when one of the members of your own committee writes to me and says he considers my questions are most unfair and undignified. I think that if they attack me, would they not attack a trader? I think they would.

Witness.—As I told you, I spoke to my brother managers; but as I say, for myself, it would not make any difference.

Chairman.—I quite believe it. But, you see, the feeling did prevail.

Mr. Maxwell, &c.—Mr. Chairman, have I your permission to put a few questions to the witness?

Chairman.—Certainly.

Examined by Mr. HOWAN, K.C.

55261. Do you remember the case before the Railway and Canal Commission of the Dublin Port and Docks Board, where they charged rates which placed the port of Dublin at a disadvantage. I was leading counsel for the Dublin Port and Docks Board. Do you remember we were unable to produce any Dublin traders?—I did not attend that case. I only read what was in the newspapers.

55262. Do you remember that?—I only read what was in the newspapers.

55263. You do not remember that?—I know nothing about it, really.

55264. The next question. Ireland is immediately alongside England. Russia is a long way off. Russia sends 30,000 tons of butter (about) for consumption in England. Do you think it is unfair for the Irishman, who is within a few miles of England, that he should be able to deliver his butter cheaper to Manchester than the man 800 miles away?—He does deliver it cheaper.

55265. Was not the position you took up that it was no hardship to the Irishman because the Russian rate was not higher than the Irish rate?—No; I attempted to prove that the Irish rate was less than the Continental.

55266. You made no allowance, and then you said once that the Irish rate is lower—so he has no grievance?—I did not say so. I said all three tables tend to show that Mr. MacNulty's tables are not quite correct, and in the majority of cases the Irish rate is less than the Continental rate, and to the extent of the difference in favour of Ireland it is a benefit to the Irish trader.

55267. Does it not cost a great deal more to bring the butter from Russia to England than from Ireland?—It is a precious long distance. A steamship is not a railway; it might come as ballast for all I know. I do not know how it is shipped.

55268. Have you any doubt that it costs a great deal more to take butter 1,000 miles than 100?—Steamship service is a great deal cheaper than railways.

55269. Do you think the butter is made on the coast of Russia?—It has a large charge upon it before it reaches the coast.

55270. The Russian can put it on the market in Manchester almost as cheap as the Irishman. Do you think that is reasonable?—Answer, yes or no. Will you answer the question?—I cannot give merely yes or no as an answer to the question.

55271. Do you think it reasonable that the Irishman, within a few miles of England, should demand

Jan 26, 1909.

Mr. Joseph Taylor, Manager, Dublin Great Western Railway, and Representative of the Associated Irish Railway Companies. The representative nature of the witnesses before the Commission. The pointing of traders giving evidence desired.

The Dublin Port and Docks Board's case before the Railway and Canal Commission.

The question of foreign butter being carried cheaper to England than Irish butter.

The Irish rate cheaper than the Continental.

Mr. MacNulty's tables (Dept. of Agriculture). The majority of the Irish rates quoted cheaper than the Continental.

The freight on Russian butter.

Jan 26, 1893.

Mr. Joseph  
Tallan,  
Manager,  
Midland  
Great  
Western  
Railway, and  
Representa-  
tive of the  
Associated  
Irish Railway  
Companies.

From 1860,  
Cork and  
Limerick,  
versus English  
and Foreign  
freight  
charges.

Question of  
the Irish  
Companies'  
proposition of  
through rates.

Suggestion  
that it is  
lower than the  
local rates.

The refusal  
of the  
Companies  
to give  
information  
as to the  
divisions of  
through rates.

to have his goods carried at a cheaper rate than a man a thousand miles away?—He does get it at a cheaper rate.

55272. Proportionately?—Proportionately! That would be absurd.

55273. The next thing is this. There is a large milling trade in Cork. There is no competition there. There is only one railway line. The millers in Cork want to send some flour to Limerick. Then do you think it reasonable that an English or foreign trader should send his flour cheaper? Will you answer that question?—I decline to answer questions about a Great Southern rate.

55274. I am not asking questions about Great Southern rates. Do you think it fair?—I do not know.

55275. Will you give me your candid opinion?—They may bring it for nothing for all I know.

55276. I am asking an abstract question. Do you think it fair to charge the Cork men more to take his flour to Limerick than would be charged from England?—It is quite fair he should pay a proper rate.

55277. You will not answer the question?—I will not.

55278. Tell me, sir, do you mean to say you do not know?—Mr. Hogan, I do not know; it is not my railway. I do not like discussing railway rates on another company's line.

55279. I will take your own railway. Your proposition of the through rate for traffic from Manchester to Mullingar—your proposition is what you are paid for taking the staff from Dublin to Mullingar? Do you think it fair that the Manchester man's flour should be taken cheaper from Dublin than the Irishman's?—No flour comes from Manchester.

55280. Any article you like, sir. Do you think that if a Dublin man wants to send something to Mullingar that he should be charged more than a Manchester man. Tell me if your proposition of the through rate is less than the local. Is not he charged more?—No, he has nothing to do with our proposition of the through rate.

55281. Is not that what you get for it? Do you not carry it for the other man for less than you carry it for the Irishman? Yes or no, please?—I shall not answer you or no.

55282. Supposing the local rate is 2s and your proposition is 10s., and suppose you charge the Manchester man 10s. and the Irishman 4s., is it fair?—That does not exist.

55283. Is not your proposition of the through rate less than the local?—No, not necessarily.

55284. We have had some experience of railway rates?—I think I know more about them than you do.

55285. That is what I am astonished at?—I am not going to give you any information about the division of through rates.

55286. The attitude you take up shows that the railway companies are carrying goods from England cheaper than the Irishman's goods?—The companies decline to give any information regarding division of through rates.

55287. But did not the company refuse to give any information to enable the Commission to find out whether that grave charge is right or not?—The companies decline to give any information as to the division of through rates. The comparison is between through and local.

55288. We want to make the comparison with what you give to an Englishman?—I have already made it plain to the Commission.

55289. There is only one other thing. Do you suggest on this finance question—I could not follow you—that the stock of any of these railway companies is worth more than their market price?—I should think so.

55290. You think it is. The stock of the companies is worth more than the market price?—I should think the Midland Great Western stock, which is paying 3 per cent., is worth more than £50—with a future before it.

55291. Would you apply that remark to all railways?—That is a large question.

55292. Would you apply it to all stocks on the Stock Exchange?—All stocks are unusually low just now. The market price is not the proper index.

55293. You say the market price is not the proper index?—Do you think Midland Great Western stock not worth more than £50?

55294. So that the Midland stock is a wholly unappreciated commodity on the market, and people have never appreciated its value. This is a very important point in the case from our point of view. Do you suggest that if a man sold his investment in the Great Southern, the Great Northern, or the Midland railways, he would have the slightest difficulty in finding another investment quite as good? It is very easy to say yes or no?—I must answer the question in my own way; I cannot say yes or no. We might be a little quicker over it. I want to give you every information I can.

55295. I quite understand. I beg your pardon. Do you really suggest that a man who is a shareholder in an Irish railway company, and sells his shares, could not find an investment equally as good?—If he sold out at the present market price he could not hope to get anything like the same return for his money.

55296. You told me that stocks were unusually low everywhere?—I gave an answer to your question. I do not think if he sold at present market price he could get the same return in another company. I do not know where he could invest it.

The Commission adjourned till the following morning at 11 o'clock.

## NINETY-THIRD PUBLIC SITTING.—WEDNESDAY, JANUARY 27TH, 1909,

AT 11 O'CLOCK, A.M.,

In the Shelbourne Hotel, Dublin.

Commissioners present:—Sir CHARLES SCOTTER, BART. (Chairman); Right Hon. LORD FINCH, P.C., K.F.; Sir HERBERT JEEVILL, K.C.M.G., Colonel WILLIAM HUTCHESON POE, C.B.; Mr. THOMAS SEXTON, Mr. W. M. ACWORTH and Mr. JOHN AUDLEY FREDERICK ASPHALL.

Mr. GEORGE E. SHANAHAN, Secretary.

Mr. PHILIP MACNULTY, LIEUTENANT INSPECTOR, Department of Agriculture, re-examined by the CHAIRMAN.

5527. I have no doubt you heard what I said yesterday to Mr. Tallow with reference to the tables of comparisons which you submitted at previous sittings, and I only propose to go very briefly over your proof this morning. There are many observations which you have included in it with reference to the differences pointed out by witnesses that are of so little importance that I don't think it necessary to occupy the time of the Commission with them, but I should like you to answer a few general questions upon Mr. Tallow's evidence. If you turn to page 1 of Mr. Tallow's supplementary statement you will find that ten points are raised in connection with the Department's comparison tables numbered series A and B.—Yes.

5528. Would you just name them?—The first is as to relevancy of comparison of rates from points of production to centres of distribution.

5529. Make your observations upon each as you go along?—This point has been dealt with in my evidence on Mr. Tallow's general evidence already submitted. The Department is not at a position to enter into this matter as it has no information as regards the economics of production in the different foreign countries of which rates have been dealt with.

The second point is that there are errors in the Department's tables I. and II. of series A and table I. of series B. Mr. Tallow's figures are correct in all the rates referred to by him, except that for butter from Glasgow to Athlone, in which case the rate of 28s. 4d. shown in the Department's table I. series B, is the one recorded in the railway company's rate books. The inaccuracies arise in various ways—one is a printer's error, another is the result of mistaking an incorrect figure in the office used, and several arise through confusion of the Liverpool special rates for butter and salt provisions. The same rate applies to both commodities for all English export stations, but there are separate special rates for the two commodities for the port of Liverpool. The third point he drew attention to is that as regards butter and egg traffic (Tables I. and II., series A) there are in certain lower rates by a rate other than that taken for comparison by the Department. As regards the route taken by the Department for comparison it is to be noted that (according to a statement submitted by Mr. Tallow at the June, 1903, sittings) there are 73 sailings per week by it suitable for the traffic dealt with, as against one sailing per week by the alternative route referred to by Mr. Tallow.

Mr. Tallow.—Might I say that the traffic goes that way?—That is the Sligo route.

Witness.—But to a comparatively limited extent. 5530. (Chairman)—It must be to a limited extent, of course?—The next point raised by Mr. Tallow is that the Department's comparison for dead poultry (table IV., series A), is for rates per goods bus, but that all such traffic from Cavan is forwarded by passenger train, and the conditions are therefore not comparable. The following is a comparison of the Cavan goods rates per ton used (which we see for conveyance at company's risk) with the passenger train rates, calculated per ton, for conveyance at company's risk and at owner's risk.—

5531. Would you give two or three instances. Take Birmingham?—Birmingham, goods rate per ton, com-

pany's risk, 81s. 2d. collected and delivered. The passenger train rates per ton are, company's risk 120s. station to station, owner's risk 90s. per ton station to station. There is great disparity between company's risk and owner's risk rates by passenger train—100s. as against 80s. per ton.

Mr. Sexton.—Is another case it is double.

5532. (Chairman)—Just take Leeds?—Leeds, goods rate per ton, company's risk, 75s., collected and delivered; passenger train rate per ton, company's risk, 156s. 4d., station to station; owner's risk rate, 90s. per ton, station to station.

5533. Take Leamington?—Goods rate per ton, company's risk, 85s., collected and delivered; passenger train rates per ton, company's risk, 180s., delivered in London; owner's risk, 90s. per ton, delivered in London.

5534. That is double?—Yes.

5535. I think these figures are quite sufficient for the Commission. What do you say upon that?—It is to be asked that collection and delivery charges are not included in any of the passenger train rates, except in the case of London, while the goods train rates include these charges, except in the case of Liverpool. The fifth point is that potatoes (table V., series A), are not carried at through rates to England, but are booked locally from Irish inland stations to Irish ports at low special rates, and are carried thence to Liverpool or Manchester at special rates. Presumably these through rates are in excess of the total of the local, otherwise the latter would not be used. The necessity for re-loading traffic imposes certain obligations upon the trader. He must ascertain what the local port rates are if he wants to quote for delivery in particular places. He is also put to the trouble of re-consigning his traffic.

5536. Is there much traffic in potatoes?—As to the local traffic I cannot say; but the export returns for this year will show the value of the potatoes exported.

5537. Mr. Tallow.—I might ask him what station Mr. MacNulty gave those dead poultry rates, that I may check them?—(Witness).—The station used is your original evidence.

5538. Mr. Tallow.—Could you tell us the station?—(Witness).—The rates are from Cavan. That was the only station referred to by Mr. Tallow. On page 59 of the return of imports and exports for the year 1907 it is shown that the total quantity of potatoes exported from Ireland in the 12 months was 100,369 tons.

5539. (Chairman)—Then it is an important traffic?—The value of the potatoes was £394,697.

5540. Now, with respect to the sixth point?—The sixth point is that as regards butter (table I., series B), Cavan does not supply Athlone or Mullingar with butter, which places are butter-producing, and obtain their supplies locally in their respective neighbourhoods. The supply of butter locally available at Mullingar and Athlone is limited, and has to be supplemented from outside sources.

5541. What about the seventh point?—The seventh point is that cheese (table II., series B), is imported into Athlone and Mullingar in very small quantities at through cross-Channel rates, and that as cheese is sent from Cavan to either of these two stations. The Department is aware that the English places named in their table are important cheese distributing

Jan 27, 1909

Mr. Philip MacNulty, Lieutenant Inspector, Department of Agriculture

Points raised in connection with the tables submitted by the Department of Agriculture

The rates for dead poultry from Cavan

Comparison of goods train and passenger train rates to various English centres

Collection and delivery charges not included in the passenger train rates except in the case of London

The rates for potatoes in England

The traffic booked locally to the Irish port and thence to English stations at special rates

Disadvantages of this system of re-loading

Quantity and value of potatoes exported from Ireland in 1907

The local supplies of butter and cheese at certain Irish towns

Cheese imported in very small quantities to Athlone and Mullingar at cross-Channel rates

Jan. 27, 1902.

Mr. Philip  
MacKully,  
Transport  
Inspector,  
Department  
of Agriculture.

The distinction  
between  
articles  
produced and  
produced.

The main  
object of the  
Commission  
as regards  
development  
of traffic.

The request  
of the  
Commission  
for com-  
parison of  
rates.

Nature of the  
information  
supplied.

Places  
selected  
where indus-  
tries might  
be established.

Special rates  
generally  
exist where  
there is  
considerable  
traffic.

The position  
of Ireland  
as an exporter  
of agricultural  
products to  
Great Britain.

The impact  
of manu-  
factured  
articles which  
might be  
produced in  
Ireland.

Necessity for  
Commission  
inquiring as  
to the  
facilities  
afforded by  
railway rates  
for the  
development  
of those  
products.

centres, but it has no information as to the volume of traffic in this commodity carried to Athlone and Mullingar. Cavan has been included in the Table as a centre at which Irish cheese is "produced."

55312 Mr. Asenath.—You make a distinction between producible and produced?—In accordance with the desire of the Commission, rates have been included from points where a specified commodity might be produced.

Mr. Sexton.—The main object of the Commission is to further the development of traffic where it does not now exist.

55313 Mr. Asenath.—How have you understood producible?—As applying to places where an industry might be developed.

55314 Including places where it has been developed, or have you understood producible to refer to places where they have not got it, but might have it?—I understood it to refer to places where it does not exist, but where it might be established.

Mr. Asenath.—It is a new point to me.

Mr. Sexton.—I have always understood our principal object was not to attend to places where traffic was developed so much as to places where it might be developed.

55315 Mr. Asenath.—You are speaking of the letter originally addressed by the Commission to your Department?—Yes. These returns have been prepared as originally asked for.

55316 And in response to a letter from this Commission asking for them?—Yes, in compliance with that letter we have shown rates for commodities produced or producible.

55317 You have taken the two generally?—We have given rates from places where we know a thing is produced. We have also given rates from places where we believe an industry might be established.

55318 You have not shown us in your returns what were the places where they were produced, and what were the places where they were only producible?—No. We have headed the return exactly as described by the Commission.

55319 I am not suggesting that anybody is to blame. I am only trying to get the fact. Clearly the rates from any place where it is produced would be likely to be special rates?—If there was a considerable volume of traffic.

55320 Whereas a place where it was producible and not produced would be sure not to have special rates because they never had been asked for?—Yes.

55321 Therefore putting them together we get two classes of articles mixed up where the rates would naturally be on a different basis?—I don't know that that is so with regard to a commodity such as cheese. Cheese, as a rule, is carried at ordinary class rates.

55322 Don't let us get into details. Broadly, in the places where an article, whatever it is, is produced you have special rates?—If there is a considerable volume of traffic only.

55323 If it is a place where it is produced and is cheese as a place where it is produced, that means that there is a considerable volume of traffic?—Yes.

55324 Those places would have special rates?—Probably.

55325 The places where it was only producible would not have them?—No.

55326 Therefore we are mixing together, under the heading produced and producible, two classes of places that we might expect to have quite different sets of rates?—Yes.

55327 Mr. Sexton.—I suppose you are familiar with the tables of exports and imports?—Yes.

55328 Have you noticed in reference to the import of agricultural products into Great Britain how very slight a place Ireland holds as an exporter to Great Britain of products which she is exceedingly well qualified to supply?—Yes.

55329 Have you noticed in the tables of imports to Ireland the volume of imports of manufactured goods from England which, to a great extent, might be, but are not produced in Ireland?—Yes; to a great extent.

55330 Does not it appear to be quite necessary that the Commission should inquire what facilities are afforded by railway rates for the development of those products where they do not now exist, as well as for their development where they do exist at present?—Yes, but as I understood Mr. Asenath, he simply draws attention to the fact that we have not distinguished the rate from the district where the

article is producible, but not produced, from the rate from the district where it is actually produced.

55331 Mr. Asenath.—Please don't think I am blaming anybody. If I wanted to blame anybody I would blame myself, because I am much more responsible than you for that letter going out in that shape. It seems to me now a pity that the two classes, which must be different, got put together, but it is clearly not your fault if you adhere to the heads that were asked for?—We adhered to the heads asked for.

55332 Mr. Sexton.—Surely there are special and ordinary rates at the same station?—Where there are special rates they are usually for specified quantity consignments.

55333 At any station differences may exist in rate comparable to those which may exist between the produced and producible?—Yes, but the normal rates would be on the same basis.

55334 Chairman.—Go on to Number 87.—The 86 point is that bases (Table III.—Series B) is carried from Limerick to Athlone and Liverpool to Athlone at rates which show a difference of 1s. 8d. per ton in favour of Limerick, that the commodity is carried from Limerick to Mullingar and Liverpool to Mullingar at rates which show differences (arising from circumstances explained by Mr. Tailor) of 5s. 1d. and 8s. 3d. per ton according to steamship service used in favour of the Liverpool merchant, and that it is carried from Dublin to Mullingar at a rate which compared with the rates with Liverpool shows an advantage of 6s. per ton and is 10s. per ton, according to steamship service used, in favour of Dublin. This is practically a repetition of the general contention that more difference in total freight charges affords Irish trade an advantage in competition. We have dealt with this in observations on Mr. Tailor's general evidence. The ninth point is that the proportion of flour, soap, and furniture (Tables IV., V., and VI.—Series B) conveyed at through rates from British centres to Midland Great Western stations is infinitesimal. The rates shown in the tables have been given for the information of the Commission and at their request. The tenth point is in reference to rates. Mr. Tailor submits a comparative statement of his company's rates for slates (Table VIII.—Series B) with the Welsh rates shown in the Department's comparison. The Midland Great Western rates are apparently for minimum consignments of 6 tons, while the Welsh rates are for minimum consignments of 4 tons. Unfortunately in the print the tonnage was omitted.

55335 There was an additional point raised by Mr. Tailor that no stations were named in the comparisons made?—I do not quite understand the sense in which that statement was made. Last it might be taken to imply that we had in that way withheld from the railway companies information which they should have got, I wish to say that the detailed comparison sheets showing all Irish stations for which rates were included were too voluminous for presentation to the Commission, consequently the results shown in them had to be summarized, but it was formally announced before the Commission on 18th March on behalf of the Department that the detailed sheets were open to the inspection of the railway companies, who made subsequently a copy of them and are therefore aware of every rate used. Not only was this facility freely afforded the railways, but the Department deputed a member of its staff to work in the presence of a railway representative examples of the Continental rates in order that the latter might be satisfied as to the accuracy of the equivalents used in comparison. Further, a representative of the railways was permitted for about three weeks to peruse and make extracts from the official translations which the Department had made of the Continental Tariff Regulations, etc. Every possible facility was afforded by the Department of Agriculture.

Examined by Mr. Sexton.

55336 You have given, I have no doubt, close attention to the terms of reference?—Yes. I have a copy here, and have read it.

55337 The terms of reference direct us to inquire how it is that the Irish railways have not been fully utilized for the development of the agricultural and industrial resources of this country, and how they can be made most efficient for that purpose. That is the gist of the inquiry. In order that the



Commission should address itself to that object is it not obviously necessary that they should pay attention to the rates not only where traffic has been developed and now exists, but also to the rates set out in the rate books in localities where the traffic may be but has not been developed, in fact, that is the more important part of the inquiry so far as the Commission is concerned with development?—With regard to that, I should like to make one general observation respecting the contention put forward by all the railway witnesses as to our having included in our comparison tables rates between stations where there is at present very little or no traffic in the agricultural commodities dealt with. I should like to mention that for the five years ended September last there has been expended a sum of £400,000 in connection with county schemes for the fostering and encouragement of agriculture. Almost half of that has been provided out of the county rates, and the balance has been provided out of funds placed at the disposal of the Department of Agriculture. This encouragement is most necessary in the backward districts where agriculture is not being carried on at the present time or where it has not developed. These are the districts where owing to there being no traffic normal rates obtain. So long as the proportionately high rates are being charged in the underdeveloped districts where there is no traffic practically at the present time, but where large sums of money are being expended out of public funds in order to encourage agriculture, these rates may tend to discourage farmers from taking advantage of the improved schemes. If any discrimination in rates is permissible it would appear, taking the matter from the broad national point of view as distinguished from the point of view which the railway managers may take of it, that that discrimination should be exercised rather in favour of those struggling districts where tillage and agricultural pursuits generally are in a parlous condition. As a Department having contributed so much money, over £200,000, in the past five years to encourage agriculture and to induce the farmers to take up various agricultural pursuits, we had to take that broad view of it, a much more comprehensive one than is perhaps permissible to managers of railway companies. Therefore we brought these rates in.

55333 It is obvious that the duty of managers of railway companies in the discharge of their commercial functions is narrower than and different from that which is laid on the Commission as an agency to ascertain what can be done for the development of the country?—Naturally.

55334 The Commission would ignore its task, would, in fact, cut aside its proper task, if it turned its attention simply to those places where traffic has been developed and did not inquire what facilities might be given in places where traffic might be developed under proper conditions?—That is the view we took in preparing our comparison tables. Moreover the Continental rates with which we compare the Irish rates are those applicable throughout the whole of each country. We did not take into consideration Continental special rates between point and point which have been reduced owing to special circumstances. We have taken only the rates that are applicable in the underdeveloped poor districts as well as the well-developed rich districts. Therefore I thought I was perfectly justified in the circumstances, in view of the reference to the Commission and in view of the relationship of the Department to the question of agricultural and industrial development to take in Irish rates in places where there is a small traffic as well as the rates in districts where there is a developed traffic.

55340 Your figures have been subjected by very capable men to so much of the most searching scrutiny, and such voluminous comment has been produced that I shall endeavour for a moment or two to inquire in what manner you discharged your duty. You were asked by the Commission to make a comparison between Irish and Continental rates?—Yes.

55341 That imposed on you the necessity of taking the lots of traffic as you found them specified on the Continent?—Yes.

55342 Those lots are generally 1, 5, and 10 tons?—Yes.

55343 That is, these are the lots of moderate quantities which might be properly compared with Ireland?—Yes.

55344 You therefore took separate tables for each of those 3 lots?—Yes.

55345 That imposed on you the necessity of comparing with similar conditions in Ireland?—Yes.

55346 It is represented that the railway companies here have special rates for lots of 2, 3, 4, and 6 tons, upon one line or another—not generally—in Ireland?—Yes.

55347 The fact that they were not general through Ireland, but were confined to particular lines, made them inapplicable for the purposes of comparison?—Yes. I could not possibly have made a comparison by taking the Irish minimum tonnages as the standard.

55348 Whatever may be said is not this quite clear—that in the comparisons which you have made the rates which you have set down as being payable in Ireland, in comparison with the 1, 5, and 10-ton rates on the Continent, are the rates which according to the rate-book a consignee in Ireland of 1, 5, or 10 tons respectively would have to pay?—Yes.

55349 But the companies proposed to compare 6-ton lots with your 5-ton lots in many cases?—Yes.

55350 That is an uneven and unfair comparison?—That is a comparison which I could not have made, and have complied with the Commission's request. It would not have been a comparison of Irish rates with Continental.

55351 What is the meaning of comparing a 6-ton lot rate with a 5-ton lot rate when the consignee of 5 tons in Ireland has to pay the 5-ton and not the 6-ton lot rate?—That is so.

55352 How many rates have you collated in the Department of Agriculture?—Altogether?

55353 Yes?—We have about one-third of the rates of Ireland taken. The comparison sheets sent in contain about 6,000 or 6,500 of these rates.

55354 How many rates have you in the Department?—About one-third of the total of Ireland. We have been six years collecting them.

55355 Proceeding in this present business you selected certain distances, a scale or series of distances between stations, and you took out a certain number of places, at each distance, in Ireland and gave the highest and lowest rate which you found between any of these places?—Yes.

55356 The lowest rate you give therefore means the lowest rate which you could find between certain places, a certain number of pairs of stations at a certain equal distance from each other?—Yes.

55357 And the highest rate in the same manner?—Yes, the highest rate which would be actually applied between certain places.

55358 At a certain specified distance from each other?—Yes.

55359 Then the companies, when they came to examine your tables, had twice as many rates as your total, which were not available to you for inclusion in your comparison?—Yes. We have taken only about one-third.

55360 What they were able to do was thus, to go through a total of rates, double the number which you had, all through Ireland, find pairs of stations of like distances with yours, and put in any rate, whether it was permanent or temporary, whether it was ordinary or affected by local circumstances or was exceptional, and if it were lower than your lowest rate to say you had put down a lower rate than was fair?—Yes; it is quite an easy matter for any railway company to do that.

Mr. Oester Harrington, Solicitor.—We took the stations Mr. McNulty had selected. They were all available to him and he took certain rates.

55362 Mr. Sedgwick.—Mr. McNulty says that in the cases of some lines the stations used by him did not include some stations referred to in the evidence of the company—as on the South-Eastern line.

Mr. Telford.—The rates clerk who did the work is here. He assures me he took the stations which Mr. McNulty himself had selected, and the Great Southern say the same.

Witness.—The point, I think, is this, that the rates which the railway companies have put in to show that they have lower figures than those used by me are rates from stations which I had not in my comparison.

Mr. Telford.—The rates clerk, Mr. Darragh, who did it is here.

Witness.—The companies have all put in rates from stations other than those used by me, in order to prove that they had lower rates.

Jan 27, 1906.

Mr. Philip MacNulty, Tenant Inspector, Department of Agriculture

Method adopted in selecting rates for comparison. Impossible to make a comparison by taking the Irish minimum tonnages as a standard.

The Irish companies' comparison of 6-ton lots with the Continental 5-ton lots uneven and unfair.

Number of Irish rates used in the comparisons. Total number of Irish rates collected by the Department.

The selection of stations necessarily limited.

The criticism of the companies. Based on rates not included in the comparison.

Jan 27, 1899  
—  
Mr. Mr. Mr.  
MacNally,  
Thames  
Inspector,  
Department  
of Agriculture

55363. *Continents.*—Mr. MacNally is perfectly accurate.—(Witness.)—We had only one-third of the rates in Ireland to work on.

*Continents.*—The matter has been made perfectly clear.

*Mr. Section.*—The companies had the whole balance of the rates to find out rates which might be lower than yours.

*Mr. Toller.*—An additional illustration.

55364. *Mr. Section.*—Certainly, in order to show that there were rates in Ireland lower than your lowest rates were rates anywhere they placed among the two-thirds of the rates which you had not in your comparison?—Yes.

*Mr. Toller.*—In the stations which they took and which we examined, as I understand, they were very numerous cases in which the rates shown were not the lowest.

*Mr. Denham, Irish Companies' Rates Clerk.*—Yes. In a great number of them there were numerous errors.

*Witness.*—In many cases the difference arose through the fact that the railway companies put forward the 5-ton wagon load rate in order to prove that the rate I had shown for a 5-ton consignment was wrong. In others they quoted temporary rates which at the time we examined the rate book, were noted to expire at a period long before the time I expected to have my comparisons ready for submission to the Commission. Such rates I could not include. In other cases they included rates between ports where there is an actual or potential sea competition, and which I could not include as being typical rates as regards the transit of the country. There are some actual clerical errors in our returns, but they are comparatively few. I think that possibly it might be just as well if I got an opportunity of explaining as far as the Belfast and Northern Counties Railway is concerned, because it is the only company that has pointed to specific mistakes in our figures.

*Chairman.*—I think Mr. Acworth is going to deal with that.

55365. *Mr. Section.*—With regard to any part of Mr. MacNally's proof not brought out in his examination it should, I think (as was done with part of Mr. Toller's proof yesterday), be appended to his evidence. This is the case of a public department which has performed a very difficult task with great industry and commendable public spirit, and I think no facility should be denied by this Commission which would enable the Department to show how they have discharged their duty. Therefore I ask that any part of Mr. MacNally's proof not brought out in examination should be appended to his evidence.\* (To Witness.)—You took only permanent rates?—Yes.

55366. You could not take temporary rates which might pose out of operation at any moment?—Rates which were recorded in the rate books as to expire before the period at which I could submit the figures to the Commission. I had no guarantee as to their continuance.

55367. You took rates which you might regard as fair samples of the rates available to consignees in Ireland apart from special circumstances?—Yes.

55368. You did not think that rates conditioned by sea competition or by special local circumstances, or even by large volume of consignment, ought to be brought into this comparison?—No.

55369. Were the companies in making their comments and criticisms on your figures at liberty to go among the whole remaining two-thirds of the rates in Ireland to find out any kind of rate so conditioned that it would be lower than yours?—Yes, they were, from their own point of view.

55370. You took the 1, 5, and 10 ton lots upon the principle that these lots on the Continent afford the fairest comparison with the case of the Irish farmer who wants to send consignments to the mill or to the market?—Yes.

55371. If you had taken the larger lots on the Continent that we have heard of—lots up to train loads in some cases—you could have shown Continental rates far lower than any which appeared in your comparison?—Yes, but I could not have entered into that without being able to explain the exceptional and local circumstances under which they were granted.

55372. But you could have shown lower rates?—Yes.

55373. On the other hand, the companies in their comments on your figures have resorted to what you did not think it fair to do on the Continent, put larger Irish lots in competition with your rates for smaller Continental lots?—Yes. The rates for wheat and Indian corn quoted by the Midland, Northern Counties, Railway would be really comparable with the very low rates charged on the Continent for the conveyance of imported raw materials, which rates have not been used.

55374. It is said that the Continental rates do not include accessory charges, and that one Irish line does cartage at a few of its stations, which is included in the rate, and the conclusion is that service terminals should be deducted from the Irish rates for the purpose of comparison. I understood, however, that all the accessory charges had been included, except a possible charge for the use of shovels?—Yes. Also, you have to except the case of wagon loads where the work of loading and unloading is not usually done by the railway company.

55375. It is very important to get the average rate per mile as between Ireland and the Continent. I have had some figures calculated from your tables which I will mention to you, and I will ask you kindly to ascertain whether they are correct. You could not do it at the moment?—I will take a note of them.

55376. The method pursued is this. The sea distance, whether upon the Irish side or the Continental side, is divided by three to bring it to a parity with the land mileage. In the case of rates from the British ports to British interior stations, the rates which you have shown from the Continental ports to the British ports are deducted from the through rates to interior stations so as to give the rate for the railway, because it appears to be obvious that the rates from the Continental ports to England are so low that they cannot be lower in the through rate, and it may be fairly assumed that the British company gets the balance. The first rates that I give are British ports to British interior stations compared with Irish stations to same—Grimsby to Liverpool, average rate per mile 1 1/2d.; Great Britain, London to Liverpool, 2 66d., station to station; Hull to Liverpool, 1 88d., station to station; Tann to Liverpool, 2 98d., station to station. These are rates for butter. Then taking the rates for eggs, there are Hull to Glasgow, 1 55d., Great Britain; Tann to Glasgow, 2 09d., station to station. Bacon—Grimsby to London, 1 88d., Great Britain; Emsworth to London, 2 53d., collected and delivered. Dead poultry—Grimsby to Leeds, 3 tons, frozen, Great Britain, 2 79d., less than 3 tons, 3 15d.; Cavan to Leeds, 4 84d., collected and delivered; Grimsby to Liverpool, less than 2 tons, 2 85d., station to station; Cavan to Liverpool, 5 49d., station to station. The next rates are rates for the whole route from Continental ports to stations in Great Britain compared with rates from an Irish station to a British one:—Butler—Antwerp to Glasgow, less than 2 tons, collected and delivered, 1 68d.; Donagh to Glasgow, station to station, 3 59d.; eggs—Rotterdam to Liverpool, station to station, company's risk, 2 41d.; Cavan to Liverpool, station to station, company's risk, 3 56d.; Rotterdam to Liverpool, owner's risk, 2 34d., station to station; Cavan to Liverpool, station to station, owner's risk, 3 73d.; Rotterdam to Manchester, Great Britain, company's risk, 3d.; Cavan to Manchester, company's risk, collected and delivered, 4 05d.; Boulogne to Manchester, company's risk, 3 81d., Great Britain; London to Manchester, company's risk, 4 61d., collected and delivered. The third section is from British centres of distribution to centres in Ireland compared with rates between stations in Ireland:—Glasgow to Athlone, for butter, 1 96d., station to station; Limerick to Athlone, station to station, 2 35d.; Liverpool to Mullingar, station to station, 2 56d.; Cavan to Mullingar, station to station, 3 41d.; London to Athlone, for butter, 2 10d., collected and delivered; Tann to Athlone, 3 05d., station to station, Liverpool to Athlone, station to station; Cavan to Athlone, station to station, 2 84d. I would ask you kindly to say if these have been correctly extracted and computed?—Might I have a copy of these figures.

*Chairman.*—They will be on the notes.  
55377. *Mr. Acworth.*—Might I ask Mr. Section to tell me again the basis of deduction on the first set of those rates?

Method adopted in selecting rates for comparison—see.

Comparison and other notes submitted by the Department to relate the Department's Tables

Some actual clerical errors in the returns admitted.

The rates used were fair samples of those available to consignees, apart from special circumstances

The 1, 5, and 10-ton lots on the Continent taken as affording the best comparison with.

If it is larger Continental lots were taken, greater low rates could have been shown.

Mr. Sexton.—British ports to British interior stations. Mr. MacNulty has shown you the through rate from the Continental port to the British centre of distribution, he has also shown the steamer rates to the British ports. I have deducted the steamer rate on the assumption that the railway company did not get less than the balance, because the steamer rates are extremely low.

55378 Mr. Ascroft.—The assumption is that the steamship company takes the full local rate as its proportion of the through rate.

Mr. Sexton.—Yes, the evidence being that the steamer rates are exceptionally low.

Examined by Mr. Ascroft.

55379. You make a point that it is a disadvantage to the backward districts that they are not in a position to claim special rates—that is what it really means to—because they have not got the industry they have only got the claim rate?—Yes.

55380. In other words, it is—To him that hath, more shall be given; from him that hath not, shall be taken away, even that which he hath. That is about what it works out at. I asked Mr. Neale a question about that, and pressed him a great deal upon it, as to whether it was not an advantage to have the Continental system, and scale rates more generally available, and he admitted, not very fully, but to some extent, that he thought there would be an advantage in it. Did you happen to notice that?—No; I did not read that.

55381. I was going to ask whether at any time the Department has raised any broad question with the railway companies as to the desirability of being less spasmodic and more regular in their method of raising rates?—The Department, up to the time of the appointment of this Commission, was only inquiring into the rates, and did not understand exactly what the rates and transit conditions were. As a matter of fact, it is still collecting information.

55382. You are convinced now that it would be desirable that the railway companies should do that?—Undoubtedly.

55383. You are speaking now for the Department?—I have no special authority. From the information we have obtained as regards these scale rates and the operation of them on the Continent, and also from the fact that the railway companies in Ireland themselves have in recent years extended them considerably, I dare say they are most useful.

55384. The Department will, you imagine, forthwith do its best to press forward reform in that direction?—I don't know. It will probably await the issue of the report of this Commission before taking any action.

55385. The Department is entirely in sympathy with reform in that direction?—Yes.

55386. Is the direction of simplification and generalisation rather than of spasmodic special rates?—Yes.

55387. Just one or two questions on your tables. You have acknowledged to-day that even the one-third that you took, though it seemed to be a large number, has not been sufficient to be really typical, and that there are cases where the other two-thirds do give lower rates?—Of a particular kind.

55388. Very likely there are other cases where in the two-thirds you could find higher rates than you have met?—Yes.

55389. So any generalisation that you derive from so large a number of special instances does not cover the whole ground?—No, but I would remark, that many of the rates that have been put in by the railway companies far exceed other than those included in my comparison, are rates of such a kind that I would not have included them in my comparison at all.

55390. Leave those out. Beyond that, you have said to Mr. Sexton that there were cases where there were lower rates, but they did not happen to come within your one-third selection?—Yes; but I don't know that there are very many lower rates of that description.

55391. There are some increases?—Yes.

55392. You have not covered the whole ground?—No, only one-third of the rates of Ireland.

55393. I am trying to get at how far we can proceed from your figures to support your general conclusion. Clearly, you were entitled to exclude the temporary rates?—I would not have made a proper comparison if I had included them.

55394. Mr. Ascroft.—I quite understand that, from one point of view.

55395. Chairman.—You mean these temporary rates put into operation when the steamer competition was going on around the coast?—Yes; and temporary rates for special lots.

55396. And for specified periods?—Yes. They are for varying periods—some for three, some for six, and some for twelve months.

55397. Mr. Ascroft.—There is evidence that it has been a common practice to put rates into the book to terminate on the 31st of December?—Some of them do terminate with the year.

55397a. We saw a book with some of those which you would not use, rightly, I think. On the other hand, the evidence is that these rates were, in fact, a more method of getting round the Act of 1893, and were nearly always kept in force. That has been the evidence.

Chairman.—Not kept in force.

Mr. Ascroft.—They were renewed year after year. That is pretty clear.

Mr. Tolson.—As a general rule, that is so.

55398. Mr. Ascroft.—That being so, keeping them out makes the real rates seem higher than, as a matter of practical politics, they actually are?—For those particular stations.

55399. Again, you are quite entitled to say you must not have to compare a 5-ton rate with a 5-ton rate, but the Irish companies, as a rule, have not 5-ton rates?—In a great many cases they have.

55400. They have not in a great many cases?—Yes. Some of the companies have 5-ton rates.

55401. Where they go from an ordinary rate to a 5-ton rate the result of your sticking to your limit of 5 tons was that you compared a Continental 5-ton rate with an Irish 3-cwt. rate?—Or it might be a 2-ton or 3-ton rate.

55402. But if there was nothing in between except ordinary rates and the 5-ton rate the result would be that you would compare a Continental 5-ton rate with an Irish 3-cwt. rate?—With an "any quantity" rate.

55403. That would tend to the disadvantage of the Irish companies?—Yes. But with regard to that, the rate I used is the rate the public would have to pay for consignments of 5 tons.

55404. But if, on the other hand, the public adapted themselves to the rates, they would take care to send six?—If a man has got 30 per cent. more capital to invest he probably would.

55405. The same applied to the 5-ton rate. Suppose the Continental man sent 4 tons 14 cwt. he would have to pay the smallest rate?—No. It is a universal rule on all the Continental railways that the public get their consignments of less than a wagon load charged at the wagon load charge if it is to their advantage.

55406. It is the same in Ireland?—There is no published regulation to that effect in Ireland.

55407. You don't deny in Ireland that a man may send a 5-ton lot by paying for a 3-ton lot?—There is no published regulation to that effect.

55408. Mr. Neale (Message, G. S. & W. R.).—It is in the classification, when goods are in two classes you are allowed to charge for the 6 tons, but in practice the public won't pay any more, and it is an every-day occurrence.

Witness.—The maximum weight of 6 tons must be made up. That is the regulation.

55409. Mr. Ascroft.—We know, as a matter of practical politics, if you send 5 tons you would pay as for 6 tons, and not for 5 tons, at the 3 cwt. rate?—No; from my own observation I am aware that it is not always so.

Lord Pirbright.—It is very clear in the paper you handed in.

55410. Mr. Sexton.—You go according to the regulation of the companies?—The regulation of the companies is that the minimum weight for which the rate is given must be made up.

Mr. Neale (Message, G. S. & W. R.).—They had that idea, and we went over some of our own books and obtained copies of invoices, and saw it was of regular daily occurrence. I knew it, but I proved it by actual observation of the invoices.

Mr. Ascroft.—I am very much surprised to hear that there are no regulations published. It is a matter of practical politics.

55411. Chairman.—There is no such regulation published. Mr. MacNulty is perfectly right. The contrary is published.

Jan. 27, 1899.

Mr. Philip MacNulty, Transport Inspector, Department of Agriculture.

The practice of entering temporary rates in the rate books.

Alleged to be a method of avoiding the Act of 1893.

The question of comparing Irish 5-ton rates with Continental 5-ton rates.

The rule on all Continental railways as regards the charge for less than wagon loads.

No similar regulation in Ireland.

Where the minimum weight for which the rate is given must be made up.

Companies' contention that the conclusion is given in practice, though not authorised by rule.

Jan. 27, 1899

Mr Philip  
MacFilly,  
Treasurer,  
Department  
of Agriculture

Number of  
Irish rates  
used in the  
comparisons.

Ordinary  
versus  
special rates

The large  
proportion of  
traffic carried  
at special  
rates.

Although  
local rates  
are a  
minority  
they special.

55612. Mr. Ascroft.—You took the rates as they were in the rate-books?—Yes.

55613. And you used one-third of those?—No. When I say we have taken one-third of the rates of Ireland I mean we have all the rates of about one-third of the stations.

Mr. Scotton.—It is really one-third of the stations.  
55614. Mr. Ascroft.—The rates in the book at local stations would be nearly all local rates, class rates?—No. There may be also special rates rounded there.

55615. Suppose you took one of these districts that are not actual but only possible producers of an article you would not have any special rates there?—No, not for "producible" commodities.

55616. Suppose you did, for the sake of argument, say 100 rates in a rate-book, only a few of those would be special rates?—Do you mean the rates generally or the rates at a particular class of station?

55617. Suppose you found in the rate-book at Clifton 200 rates, or any number you like, they would nearly all be local rates and only a few would be special rates?—Yes.

55618. Yet we have evidence from the different companies that the proportion of traffic which goes at special rates is something like 80 per cent.?—Yes.

55619. If you took Clifton as an example probably only 5 per cent. of your rates would be special rates?—Yes.

55620. Those would be the low rates?—Yes.

55621. That would give you the impression that the low rates only applied to 5 per cent. of the traffic?—No.

55622. There is nothing on the face of your table to show what proportion were at what rates?—There is not.

Chairman.—That is impossible. He could not give the tonnage.

55623. Mr. Ascroft.—One rate is as good as another, in your tables?—Yes.

55624. But the point is that each special rate probably carries 20 to 30 times as much traffic as each local rate?—Probably.

55625. Yet in the table the local rate is just as important as the special rate?—Yes.

55626. But it is not to the producer—is it?—Undoubtedly it is.

55627. It is not to Ireland?—It is.

55628. Surely you must agree with me that out of 100 tons 25 go at local and 75 go at special rates?—Yes.

55629. Local rates in number are much more numerous than special rates?—Yes.

55630. Then each special rate carries 10 or 20 times the amount of each local rate?—Yes.

55631. But in your table they appear to be of equal importance?—Yes, so they are, as far as the country is concerned, not as far as the carrier is concerned.

55632. As far as the country is concerned the rate that carries 50 tons is more important than the rate that carries one ton?—To the carrier.

55633. And to the country which has got the cheapness on the 50 and the dearness on the one?—I have already referred to the county scheme for development of agriculture. Suppose in one of these districts, where there are very few special rates, a man produces a small quantity of some particular agricultural commodity, he has to pay the normal rates to market it. It is just as important to him I think that he has to pay that rate as it is to the farmer in the more developed district that has a lower rate; in fact it is far more important.

55634. But if the more developed district produces 20 tons and the less developed produces one ton, then to the country the 20 is more important than the one?—To that particular district, not to the country as a whole.

55635. To the country as a whole the price charged for the 20 is more important than the price charged for the one?—But if in the particular district producing the one ton there were a proportionately low rate it might be an encouragement to develop the one ton to that district.

55636. But put it the other way; would it make no difference to the country if those high prices were charged on the twenty and those low prices were charged on the one?

Chairman.—I don't see where the country comes in.  
55637. Mr. Ascroft.—I am using the country to represent all the producers; taking the products as a

whole would not it injure them to put the high price on the 20 and the low price on the one?—Not so long as the high price did not tend to reduce or retard the production in that district.

55638. Mr. Scotton.—If the low price were put on the one they would send 50 instead of the one?—Yes.

55639. Mr. Ascroft.—I give it up. It seems to me perfectly plain. I want to ask you, as a general conclusion, whether you would agree with me, that the general effect of all your tables is that the Continental rates are lower; that, I take it, you would agree with?—Yes.

55640. Would you also agree that they are for a service that on the whole is less expensive to the rail way?—That I cannot say.

55641. Now, about Mr. Cowie. This point I rather think does want answering. I called attention to the fact that when Mr. Cowie gave evidence he had mentioned your rates in 27 instances?—In 28.

55642. I have it 27. What I said was that in those 27 cases you have shown that the Department gave, in 25 cases, too high a rate, and in only two cases too low a rate, so that the effect has been that in 25 cases out of 27 Mr. Cowie's company has suffered by the comparison?—Yes.

55643. Now I see you have dealt with Mr. Cowie's 28, and with regard to many of them there are various explanations that it would take too long to go into, but in regard to 12 you admit that the railway companies' figures are correct?—Yes.

55644. Take the point that I put, that there are 12 mistakes, of which 10 are against the company and 2 are in favour of the company, is there anything in the nature of the way it was extracted that would tend to make it more likely that a mistake should be made against the company than for it?—In this particular instance.

55645. Or in any instance. You gave explanations of all the others. There remain these 12 mistakes, of which 10 are against the company. Is there anything in the method of extraction that would explain that?—No. I made personal inquiry at the different stations myself since Mr. Cowie gave evidence, and found there are three rates, which account for 5 out of the 12 discrepancies. They are grain rates. Those three rates were somehow omitted when the company's rate books were being copied. I have discussed the matter with the official who took the rates, and he does not know how the omission occurred. It must have been an oversight.

55646. Carbonaceous substances?—In taking a lot of rates, and having to take them, perhaps, from several books, it is quite possible to overlook one or two.

55647. I am not suggesting culpable carbonaceous, but a mistake?—Inadvertence.

55648. In such a mass of figures there must be mistakes. Nobody will doubt that. Is there any reason to suppose that the circumstance of the preponderance of mistakes being against the company which happened in the case of the Belfast and Northern Counties Company would be repeated in other places?—No. I don't think so. The companies have been given every facility for checking all the rates we used, and, as a matter of fact, copied the whole lot and checked them. No other company has drawn attention to similar omissions.

55649. There is no reason to suppose that the inaccuracies were on one side more than the other?—No. I might mention with regard to that that even in the Midland, Northern Counties, companies which had been submitted to the Commission in connection with the Department's comparisons, I find 16 mistakes in copying our highest and lowest rates from the blue book published by the Commission.

55650. Are they all in favour of the company?—About half of them are against themselves.

55651. That is what one would expect?—Some of the other companies made similar mistakes in 1897-8.

Examined by Colonel HURSTON FOS.

55652. I understand you to say that in compiling these tables you have endeavoured to take the conditions under which traffic passes both on the Continent and in this country?—Yes.

55653. And in doing so you were obliged to take the 5-ton wagon for Ireland?—Yes.

55654. While that may be right in many cases, in other cases I suppose you will admit that any traffic which does pass passes at the 5-ton rate—potatoes.

grain, and other commodities—is what we call the wagon load in Ireland?—The regulation of some of the Irish companies is, minimum consignment, 5 tons.

55455. As a matter of fact, in 99 cases out of 100, are not grain and potatoes in wagon loads?—Yes; they have to send them that way to avail of the low rate.

55456. In that case you don't make any allowance for the extra tonnage in your comparison of rates?—No.

55457. Don't you think that in the case of those few articles, showing the Irish rate as a 5-ton rate is rather unfair to the railway companies?—I could not have done otherwise and have complied with the request of the Commission for a comparison of the Irish rates and Continental rates. Making such a comparison necessitated my taking the Continental rate as a basis on which to compare.

55458. That is, the Continental rate being the 5-ton rate?—Yes.

55459. I understood you to say with regard to another question—as to goods being carried in this country by what we call express carriage, and on the Continent by slow goods service—you have said that if you took the Continental basis as general reference you would be taking it under conditions in which it did not go?—Yes.

55460. Similarly, if that argument as a proper one, when I think it was, then, where you find traffic in this country passing in 5-ton lots, it is only reasonable to give the railway companies the benefit of the 5-ton rate?—That is not at all universal. There are many 5-ton rates in Ireland.

55461. If you were to say that some allowance should be made in that respect, would not it, to a considerable extent, qualify your Irish rates, in respect, we might say, of cereals and potatoes?—That would upset the basis of the comparison altogether, and would be a comparison of Continental rates with Irish rates, taking the Irish rates as the basis.

55462. My argument is that the Continental traffic passes in 5-ton and the Irish in 5-ton lots. Why should you say that the 5-ton is equivalent to the 6-ton rate where the 6-ton is actually the only one that applies?—As regards the speed of the goods trains, I find that a great many of the goods trains I looked go at from seven to eight miles an hour—say go up to seventeen for express goods. With reference to wagon loads I could not have prepared a comparison of Irish rates with Continental rates and adapted the Irish varying conditions as my standard.

55463. I quite admit that; but I think you will also there is something to be said from the point I put before you?—It is a perfectly legitimate point for the railway companies to put before you.

55464. I only put it to you whether you would object to that point. I understand you to say that where the railway companies have pointed out inaccuracies in your tables in respect of rates, or where they have pointed out that their rates are lower than the Continental rates, it has been largely in respect of stations for which you did not take out any comparison?—Yes; with the exception of those Northern Counties instances and others to which I have just referred.

55465. Mr. Tallow yesterday stated that Longford and Carrigrohane were the only stations on his system in respect of which your rates applied?—Yes.

55466. Do you take exception in the first place to the addition of 10s. which he makes to the Continental rate in respect of carriage from the interior to the point of despatch on the Continent?—That is from a given point. I could not go into that.

55467. Colonel Ffrench stated that he thought it might be allowed for transit from the point of production to the point of shipment on the Continent. Mr. Tallow put it at 10s. 1s.—If these figures were based on the Continental rates, as shown in my percentages, it would be incorrect, because I took the interior rates, which apply to local traffic only. There are lower rates in every country for traffic that is being exported. The export rates are lower.

55468. Mr. Tallow gave as some instances of actual rates from certain interior stations on the Continent to the ports of despatch?—I am sure his figures are quite reliable.

55469. Mr. Tallow.—That letter only came to me two days ago. It gave the most recent information. According to that letter there have been some small additions to rates made in respect of station terminals recently.

Colonel Hutchinson Pae.—In other words, the 10s. ought really to be increased.

Mr. Seaton.—This raises again the whole question whether the comparison ought to be for equal service, or by total freight, no matter what the length of routes may be.

55469. Colonel Hutchinson Pae.—I only want to get clearly, in my own mind, as to whether there are not inaccuracies, quite unintentional I am sure, in the rates in some instances quoted by Mr. McNulty of the stations which he actually took in his comparison. In those stations given by Mr. Tallow yesterday, in regard to eggs, butter and bacon, for instance, he showed that the Irish rate was considerably lower than the Continental rate. I am not going into points, such as relative distance, but you will admit that such is the result as stated by Mr. Tallow?—Yes, that the Irish rate is lower than the rate from the Continental port, plus an assumed amount, from an interior station.

55470. Not an assumed amount, because Mr. Tallow gave chapter and verse for the rate?—That is one particular case.

55471. But you will admit that there are many instances?—Yes.

55472. I understood you to say that many of the rates you quoted were in backward districts, where there is practically no traffic passing?—Yes.

55473. You were obliged to take the normal rates you found in the rate-book?—Yes.

55474. I suppose you found that where traffic did pass, those normal rates were subject to considerable reduction in the nature of special or exceptional rates?—In some cases only.

55475. I rather gather your view to be that the railway company ought not to want to give a special rate until the trader came and presented traffic, but ought to let the trader know that in the event of his giving traffic in such and such quantities they would be given a considerably lower rate than that quoted in the rate-book?—I don't put it in that way. I don't think there is any obligation resting on a company as private owners of railways to act as philanthropists; but at the same time, from a national point of view, if there is to be any discrimination at all in rates it should be in favour of the backward districts, where so much money has been and is being expended in order to encourage agriculture.

55476. But, judging by experience, the railway companies have shown that where traffic has presented itself in quantities above the normal quantities they have always been ready to give facilities?—Yes—development has preceded the rate.

55477. I rather gather that you think now the rate should precede the development?—Undoubtedly.

55478. Mr. Seaton.—Of course the mere comparison of total freights from points of departure to points of destination altogether ignores and excludes the element of equal service?—Yes.

#### ADDENDUM TO MR. MACNULTY'S EVIDENCE

OBSERVATIONS on points raised in supplementary statement of evidence submitted to the Vice-Regal Commission on Irish Railways by Mr. E. A. Neale, Traffic Manager, Great Southern and Western Railway, relative to the Department's Tables of Comparison of Railway Rates.

In Mr. Neale's supplementary statement eight points are raised in connection with the Department's Comparison Tables marked Series A, B, and C, viz:—

I. That the proper comparison is the gross amount of freight when traffic has arrived at destination in England.

Observations.—This point has been dealt with in observations on Mr. Tallow's general evidence.

II. That as regards Butter (see Table I.—Series A)—(a) Manchester is the great centre of distribution for the Irish product; (b) that the Traffic rates with Liverpool are the highest of the various routes, while the lower figure via Cork would be the fairer contrast; and (c) that the Cork rates given are those via Dublin or Rosslare, while direct rates by sea via Liverpool are 10 per cent. less than those shown, and the great bulk of the traffic is sent at the lower rates.

Observations.—(a) The Department's acquiescence to marketing of produce at Great Britain shows that

Jan. 27, 1909.

Mr. Philip MacNulty, Traffic Inspector, Department of Agriculture.

The comparison of Irish with Continental rates.

The figures of the Department exceed those of the Irish companies.

Question of the companies taking the initiative in giving special rates to encourage prospective trade.

Discrimination of rates should be in favour of backward districts.

Special rates should precede development of traffic.

The supplementary evidence of Mr. Neale, Traffic Manager, G.S. & W.R.

Points raised in connection with the Department's Comparison Tables.

Explanatory observations thereon.

Butter traffic, Ireland to English Ports.

Jan 27, 1906

Mr. Paddy  
MacNally,  
Transport  
Inspector,  
Department  
of Agriculture

The supple-  
mentary  
evidence of  
Mr. Neale,  
Traffic  
Manager,  
G. S. & W. R.  
—con—

Explanatory  
observations  
thereon—con—

Potato traffic  
desired to  
Great Britain.

Butter,  
cheese, and  
flour between  
Irish and  
English  
stations.

Also shirts  
and slates

there is an important trade in Irish butter to the other cross-Channel centres named in the Table. (3) Attention has been drawn in a footnote to the Department's Table which includes the Traffic rates, that the rates are 10 per cent. less than the rates shown. (c) There are only four sailings per week from Cork by which the traffic could be forwarded to the English points named in the Table, and two sailings per week to Glasgow, while by the routes for which the rates shown have been taken for English traffic, there are (according to Mr. Tatlow's evidence) 62 sailings per week, and for Glasgow traffic 15 sailings per fortnight (=7½ sailings per week). If, as stated, the great bulk of the Cork traffic in butter is sent at the lower rate by the direct boat service from Cork to Liverpool, it demonstrates that a 10 per cent. difference in rates is sufficient even in the case of a perishable commodity like butter to not only outweigh the great disparity in transport service shown in the foregoing comparison of sailings, but also to deprive the Irish railways of the greater part of the traffic.

III. That as regards Potatoes (Table V—Series A) (a) there is practically no traffic at through rates to English and Scotch towns, and that a local scale for wagon loads is put in operation by Great Southern and Western Railway Company whose traffic exists, hence traffic exported is booked from the Irish ports; and (b) that there is no potato traffic from Tralee.

Observations.—(a) From the foregoing statements it may be assumed that the through rates are higher than the total of the local rates. The booking arrangement referred to imposes on a consignor the necessity of re-consigning his traffic from the Irish ports, and deprives him of the advantage in marketing his Potatoes of knowing precisely what charges the produce has to bear for throughout conveyance to cross-Channel places of destination. (b) Traffic Poor Law Union produced in the five years, 1902 to 1906, an average of 21,232 tons of Potatoes per annum.

IV. That as regards Butter (Table I.—Series B) there is practically no trade in Butter between inferior towns on Great Southern and Western Railway.

V. That as regards Cheese (Table II.—Series B) there is no traffic, except from Kilmallock.

Observations.—The rates for Butter and Cheese have been inserted to show the transit charges payable on any traffic that might offer.

VI. That as regards Flour (Table IV.—Series B) the rates for long distances from Irish centres of distribution to destination are purely "paper rates"—a Derry miller could not compete at Kilkenny nor a Mallow miller at Athlone.

Observations.—If such competition were attempted the Derry and Mallow millers would have to compete on the basis of the respective rates shown in the Table. During the year 1906 there was imported into Ireland 269,917 tons of Flour (valued at £2,506,703) upon much of which longer distance freight than that herein referred to had been paid.

VII. That as regards Shirts (Table VII.—Series B) no short traffic is carried as such from Cork, Waterford or Limerick, or Newcastle West, and there are no short factories at Waterford or Newcastle West, and that shirts are carried on Great Southern and Western Railway as Drapery at Class 3.

Observations.—Waterford and Newcastle West have been included in the Table as "productive" points. "Shirts (cotton, woolen, and linen) in bales, boxes, cases, hampers, packs, or trunks" come under Class 3 in the Statutory Classification.

VIII. That as regards Slates (Table VIII.—Series B) (a) the distance from Carrick-on-Suir to Athlone is shown as 22 miles, while the correct distance is 122 miles; and (b) comparison is instituted by tabular statement between rates on Great Southern and Western Railway and rates for same distances between Welsh stations.

Observations.—(a) The distance from Carrick-on-Suir to Athlone appears as 122 miles in the print of the Tables attached to the Minutes of Evidence—the fraction of a mile over 121 having been reckoned as an additional mile. (b) The Welsh rates used in the Table are for 4-ton lots, while the G. S. and W. rates are for 6-ton lots.

Mr. Neale names seven points in connection with the Department's Tables of Comparison of Irish with Continental Railway Rates, viz.—

I. That the Continental rates in comparison are by slow transit whereas the Irish rates shown are for quick transit.

Observations.—This point has been dealt with to some extent in observations on Mr. Fethow's general evidence. It may be added that Mr. Pritt alluded in his evidence before the Commission (Question 53155) that with the limitations which the Department placed upon their Comparison Tables they have been fairly drawn up, and that they are fair, taking all the circumstances into account, and in answer to Questions 56124 and 56125 he further admitted that if the Department had compared the Irish Goods Rate with the Fast Goods Service on the Continent it would have compared the rate at which goods are carried in Ireland with the rate at which they are not carried, in the main, on the Continent, and that he did not think there would be any practical use in such a comparison as that.

II. That the value of the Department's Tables is discounted by the fact that it could not be aware of points between which traffic is actually passing.

Observations.—The steps taken by the Department for the inclusion in the Comparison Tables of rates representing actual or potential traffic have been fully defined in observations on Lieut.-Col. Fletcher's evidence. Exceptional low rates given at particular points under influence of local competition, existing volume of traffic, or other special circumstance, could not be recognized by the Department as a sole or controlling factor in a comparison of transit charges of a country where agriculture is a staple industry and source of national wealth, for the development of which general facilities for marketing must necessarily be a foremost.

III. That the system of the country is Class Rates for ordinary charging, and exceptional rates for traffic sent in any considerable quantities.

Observations.—Mr. Tatlow stated in evidence on 18th June last (Question No. 45325) that not only as regards the district served by the Midland Great Western Railway Company, but also more or less as regards the whole of Ireland, it was his opinion and experience that the conditions under which the traffic of the country is carried on, show a general tendency for it to become a traffic of small consignments rather than large consignments. This is the view of the matter that was taken in the compilation of the Department's Tables, in which the maximum consignment has been limited to 10 tons. Where, for the distances compared, the Irish railways had exceptional rates permanently in operation, they were included so far as they were within the knowledge of the Department, and the Class Rates, which Mr. Neale states are applied for ordinary charging, had to be used in cases where the public rate books of the railways showed that there was no lower permanent rate in operation.

IV. Wheat traffic (Comparison Nos. 6 (a), (b), and (c)).—That the Tables prepared on this subject fail to afford reliable data on which to judge the rates actually charged in this country, that wheat is nearly all carried from the nearest port; that there is no wheat traffic whatever carried in 1-ton lots on the Great Southern and Western system, and the Table for that weight is therefore quite valueless, and that the Table for 10-ton lots is equally valueless as regards Irish rates.

Observations.—The Great Southern and Western Railway rates included in this comparison are from 11 Irish wheat-growing districts and 4 ports. Eight flour-milling centres have been taken at

points of destination. The 1 ton and 10 ton comparisons show the rates which would have to be paid by an Irish farmer as compared with the rates payable by a Continental farmer for transport of his wheat to market or to mill. Thirty-four of the 37 rates contained in Mr. Neale's Table No. 3 are for a minimum consignment of 5 tons, one is for a 40 ton lot, one for a 48 ton lot, and one for a 50 ton lot, whereas the Department's Comparison Table, to which he applies these rates, relates to a 5 ton consignment. Four only of Mr. Neale's rates relate to distances used in the Department's Comparison Table. In making comparison of wagon load traffic the Department was obliged to adopt the standard load on the Continent as a basis in order to comply with the Vice-Royal Commission's request for a comparison of Irish with Continental rates. The Irish rates used are in every case the actual charges that would have to be paid between the Irish points named for conveyance of a 5 ton consignment.

V. Railway traffic (Comparison Nos. 5 (a), (b), and (c)).—That the Great Southern and Western Railway Company's rates for Railway traffic are for many distances less than the rates used in comparison by the Department of Agriculture.

Observations.—In compiling these Comparison Tables the Department used rates of the Great Southern and Western Railway to four ports, four leaving at distilling centres, and three milling centres, and used rates from twelve barley growing districts which in the year 1906 produced 36,557 tons of barley. All the Great Southern and Western rates used in Mr. Neale's comparison sheet No. 4 are for minimum lots of 5 tons or upwards, and these are compared with the Department's 5 ton figures. Of the 37 rates included in Mr. Neale's table only four are for distances corresponding to those used in the Department's tables.

VI. Indian Corn Traffic (Comparison Nos. 7, (a), (b), and (c)).—Table, marked No. 5, submitted by Mr. Neale, contrasting certain rates charged on his line with rates used in the Department's Comparison Table for Indian Corn in 5 ton lots.

Observations.—All the rates used by Mr. Neale are for minimum consignments of 5 tons or upwards, while the Department's comparison is for 5 ton lots. Twenty-four of the 29 rates quoted are for distances other than those shown in the Department's comparison. In the compilation of the Department's Table rates were taken from four ports on Great Southern and Western railway to seven milling centres, and to thirteen places at which there is an actual or possible demand for crushed Indian corn for feeding of animals and poultry.

VII. Potato Traffic (Comparison Nos. 15, (a), (b), and (c)).—Mr. Neale draws attention to the Great Southern and Western Railway Company's local scale for Potato traffic in 6 ton loads, which is, he states, in every case lower than the lowest rate shown by the Department in their 5 ton lot comparison.

Observations.—As already explained in observations under point No. 4, 5 ton rates are not admissible for comparison of charges on 5 ton lots. In addition to the limitation imposed by the adoption of the Continental tonnage units for wagon loading, it must be noted there is a material difference to a trader in the application of 5 tons as

a minimum wagon load and the minimum of 5 tons which obtains largely in Ireland, as in order to avail of the lower rate for wagon loading he must in the latter case invest 20 per cent. more capital than is necessary where the 5 ton minimum obtains.

Jan. 27, 1909.

Mr. Philip MacNaught, Towns, Inspector Department of Agriculture

OBSERVATIONS on evidence given by Mr. A. G. Reid, General Manager, Dublin and South-Eastern Railway, relative to the Department's Tables of Comparison of Irish with Continental Rates.

The evidence given by Mr. Reid, General Manager, Dublin and South-Eastern Railway

Mr. Reid put before the Commission a statement (No. 21) of alleged inaccuracies in the tables furnished by me on behalf of the Department. This does not correctly represent the facts. In the compilation of the tables no rates were included for the Dublin and South-Eastern Railway stations named in that company's statement, as the actual distances do not correspond with those for which the comparisons were made. I submit that the proper definition in the heading would be—"Statement showing Dublin and South-Eastern Railway rates, which are less than the lowest rates used in the Department's Tables of Comparison for proximate distances."

Alleged inaccuracies in the comparisons affecting that line.

It may be mentioned that 250 of the Dublin and South-Eastern Company's rates were included in the compilation of the tables. Of these 45 were among the lowest rates; 36 were among the highest, and 119 were intermediate between lowest and highest.

As regards the 27 rates put in by Mr. Reid, and shown in red in his statement, 10 are for minimum consignments of 5 tons and are compared by him with Continental 5 ton rates; 3 of these were apparently recorded for the first time on the public rate books of the company on 6th March, '08, and 11 of them on 22nd July last, and 3 of them were found recorded in pencil on 18th instant (when the public rate book was again inspected). This pencil entry was not in the rate book when previously inspected in April, 1908. The rate of 4s. 6d. quoted for grain to Dublin from certain stations was not recorded in the public rate books when the Department's extract was originally made, nor in April, 1908, when the books were again inspected. Compared with rates for like commodities between other points on the Dublin and South-Eastern Railway, the rates put in are abnormally low, and, excepting the 4s. 6d. rate, have apparently been specially reduced to meet existing or possible water competition.

Explanations of these, submitting references to special rates not found in the rate books.

Detailed statements can be submitted demonstrating this if the Commission so desire.

OBSERVATIONS on evidence submitted to the Commission by Mr. Chas. A. Moore, Manager, Belfast and County Down Railway, relative to the Department's Tables of Comparison of Irish with Continental Rates.

The evidence given by Mr. C. A. Moore, Manager, Belfast and Co. Down Railway. Rates as that line not used in the comparisons.

Practically none of the rates of the Belfast and County Down Railway Company were used in the Tables owing to the fact that the distances between their stations did not correspond with the distances taken for comparison and that the merchandise traffic of the system is relatively small, being for the year 1907 only about 3 per cent. of the total tonnage for Ireland.

Mr. WILLIAM E. SHACKLETON re-examined by the CHAIRMAN.

5579 Mr. Shackleton, you have been before the Commission on previous occasions?—Yes.

5580 And I do not want to ask you any questions upon evidence already given by you, but there are two or three points I think you want to refer to and I will just put them briefly to you. In the first place, you represent the Irish Flour Millers' Association?—Yes.

5581 And you are authorized by them to come here on this occasion?—I am authorized by them to come here on this occasion.

5582 Now, there have been references made before us to the rates between Liverpool and Mullingar by Mr. Tatlow—rates for grain, I suppose?—For flour.

5583 What have you got to say upon that?—My proof puts it in a few words. As we pointed out (188), the rate between Liverpool and Mullingar applies to 3-ton lots, whereas the local rate, Dublin and Mullingar, is 7s. 9d. under 6 tons, making a difference on 3-ton lots of 1s. 6d. per ton. The small difference given by Mr. Tatlow (5d. per ton) does not

Mr. W. E. Shackleton, Representative of the Irish Flour Millers' Association. The flour rates, Liverpool and Mullingar.

Jan 27, 1899

Mr W. K. Shackleton,  
Representative of  
the Irish Flour  
Millers' Association.  
The flour  
rates, Liverpool  
and Mullingar—  
con.

And the local  
rates from  
Dublin.  
The loading  
done by the  
Dublin  
millers

The small  
quantities of  
grain stored  
at through  
rates.

But the delivered  
price is raised  
by the com-  
petitive rates.

Mr Tallow's  
evidence with  
respect to  
rebates.

The question  
of entering  
rebates in the  
rate book.  
One exception to  
the rule  
quoted.

The principle  
of rebates  
objected to,  
and some  
possible  
advantages.

Old Pless's  
evidence as to  
importance of  
temporary  
rates in the  
rate book.

Explains the  
difficulty of  
procuring  
advertisements  
to enter.

apply to lots under 6 tons. Moreover the Dublin miller loads the wagon which, in the case of the through rate, is done by the carrying companies concerned.

55483. And you correct about that?—About the loading?

55485. Yes?—There is a station to station rate, the Dublin rate 7s. 6d., and for station to station.

55486. But about loading, do you do the loading?—The Dublin miller does the loading. Therefore if a Liverpool miller sends 3 tons flour to Mullingar he can afford to sell it at 1s. 6d. per ton less than the Dublin miller, who, in addition, has to load the goods, thereby saving the carrying companies that portion of their terminal expenses, at his own cost.

55487. Is it within your knowledge that the millers have to load 5-ton loads?—Well, I am not a city of Dublin miller myself, but I know them personally, and they have assured me that it is so.

55488. Now, Mr. Tallow has also given evidence with reference to the bearing of low through rates on the Irish milling trade, and had particular stress on the alleged small quantities carried on through rates. What have you got to say upon that?—The railway managers who have given evidence in regard to the bearing of low through rates on the Irish milling trade, lay stress upon the alleged small quantities carried on through rates, and claim that therefore the milling trade cannot have been injured thereby. This is an entirely fallacious argument, because the delivered price of flour at any point necessarily follows as the result of competition, the price of the miller enjoying the lowest rate. A railway company might as well claim that it is not injured by a competing line quoting an unremunerative rate, even though that competing line may not be getting the traffic from them.—Irish flour millers have sufficient enterprise to fight for the preservation of their trade in their natural field, even if they have to meet unfair competition by through rates, and the districts where such through rates exist must necessarily be less remunerative to Irish flour millers.

55489. Now, Mr. Tallow gave some evidence with reference to rebates in the rate book. What have you got to say upon that?—Mr. Tallow in his evidence admits that the railways treat the law with absolutely cynical disregard by not entering rebates in the rate book.

55490. I do not think Mr. Tallow will agree to that.

Mr. Tallow.—No, sir. All rebates are in the rate book. I mentioned one case, that of the Kingscourt brick works, in which we gave a rebate—a very low rate of 2s. 6d., and a rebate when they sent certain quantities; and I admit that it was not in the rate book; and I think I said that might be illegal, but it was not immoral. But the rates are in the rate book.

Mr. Serles.—I think you stated that there was nobody else in that trade, and that no one could be affected.

Mr. Tallow.—Yes, sir, there is only one, and I am sorry that the brick trade did not succeed in spite of that low rate.

55491. Chairman.—I think that was satisfactorily explained at the time. Perhaps you did not need the explanation?—I read the minutes of evidence. Our point is rather this, that we do not want it to be left to discretion. We have confidence in Mr. Tallow, but Mr. Tallow will not be always with the Mullingar Company, and if it is admitted that under certain circumstances for a benevolent or philanthropic purpose they do wish to enter a rebate in the rate book some trustworthy manager may be appointed in the future who for other purposes will omit to enter them.

55492. Well, we will deal with Mr. Tallow's. Our point is that it ought to be punished more heavily than it is at present. Mr. Tallow very properly explained to the Commission I should like to say that our Association have personally the very highest regard for Mr. Tallow, and I would not like to insinuate anything against him personally. It is the principle of the thing.

55493. Colonel Pless also in his evidence referred to some temporary rates that were put into the book on ships—on perforated ships. What have you got to say on that?—That it explains to a great extent our difficulty in procuring particulars of rates for the purpose of this Commission, and that we would

argue that temporary rates should be, so to speak, if allowed at all, permanently recorded—that is to say, that the evidence should remain in the rate book that such temporary rates had been in existence in the past. Another thing that was mentioned this morning also that we think there ought to be some way of meeting in this—that liberty to give temporary rates is made use of, there is no doubt, to seal around the statute as regards rates. It is given as a temporary rate and renewed regularly until it is practically a permanent rate. It is called a temporary rate, and it is renewed from time to time.

55494. We have had sufficient evidence on that point, and I thought you had something new to state. You object to the principle altogether?—Yes.

55495. But is not it an advantage sometimes to have low special rates for large quantities?—Yes; but we think it should be recorded in the book and entered in such a way that the public could see that it had been in existence.

55496. Oh, yes, that is a fair request. But the railway companies say they do put it on a slip in the book?—And tear it out when the rate has expired.

55497. Because it is not operative?—I was going to say that that explains our difficulty in producing evidence of our trade having been injured in the past. We thought it had been injured in the past. We had reason to believe it had been injured in the past by low through rates, and particularly in some cases by some Ocean Bill of Lading through rates. These rates are not now in existence, and the record of these also is not now in existence, and, of course, we cannot bring evidence from the rate-books.

55498. I see your point. I do not think you had any evidence—I am speaking under correction—there is no evidence that those slips put into the rate-books for temporary rates were ever applied to cross-Channel traffic. I thought that was all local traffic in Ireland?—Well, it seems they have been torn out, and we cannot tell whether they were or not.

55499. Is that right, Mr. Tallow?

Mr. Tallow.—I should not like to say there have been no temporary rates for cross-Channel traffic. The great bulk of them, no doubt, have been for local traffic. I deny there have been exceptions in cross-Channel traffic.

55500. Chairman.—Now, you had a general meeting of your Association in October?—Yes, sir. If you excuse me for a moment, may I just say, referring to the previous paragraph of my abstract, that of course when we wrote this we had not seen Mr. Tallow's evidence of yesterday, in which he refused, and gave his reasons, on behalf of the railway companies for refusing to state to the Commission their earnings on through rates, and of course if we had known that we would have seen that it was useless to make this request that we make here. In those cases that I have mentioned here we have reason to believe, from other circumstances, that those low rates did exist at one time, and that is why we asked the Commission to try to procure from the railway companies, who are the only people who can know, what proportion they get.

55501. Mr. Serles.—The Commission have done what you wished. They have asked the question.

55502. Chairman.—They have asked the question. Now you had a meeting on the 15th October last year?—Yes.

55503. And you passed some resolution?—Yes. Shall I read this paragraph?

55504. Just read the resolution?—At its annual meeting on the 15th of October, 1898, my Association unanimously passed the following resolution:—"That this meeting emphatically protests against Colonel Pless's statement that our witnesses asked for protection, and that of a domestic nature. We only ask Irish railways not to give preferential treatment to imported flour." We asked, and shall continue to ask, that Irish railways shall not carry imported flour at less rates than they carry Irish-milled flour. The railway witnesses admit that they do, and justify their action by the plea of sea competition. We maintain that that could better meet that competition by carrying flour loaded on to their wagons by an Irish port mill, than by carrying flour which has to be carried down a steamer at the same port and loaded by themselves. For it will be noted that in the Liverpool, Dublin, and Cavan example (which was taken



as the concrete case upon which to discuss this question, the correct fact transpires that at Dublin there are "terminal" expenses in the middle of the through rate (viz., cartage and loading at Dublin), which do not exist in the local Dublin and Mullingar rate, that being "station to station." This is also the case in most of the sea and rail through rates to Irish interior stations. We would here wish to state that in bringing forward this Dublin-Cavan rate, our Association is not holding any brief for Dublin millers as before other Irish millers, but the case is merely cited as a typical example of the conditions affecting Irish mills in general.

55505. I rather think we had this evidence from you before!—Similar evidence to this, but we had not an opportunity of putting on public record our protest against Colonel Pless's statement, because we must say that Colonel Pless's statement would be an injury to our trade in the eyes of the general public.

55506. Now, is there anything else that you wish to refer to in regard to Colonel Pless's evidence?—Yes. We wish also to point out that in his arguments on this subject Colonel Pless makes incorrect statements in his answer regarding ocean freights of wheat to Liverpool, and the prices of wheats there. He misrepresents what we said in our answer Nos. 976, 1087, 1033, 1071, and 1087, and we refer you to those answers of ours. We mention this because such misrepresentation is typical of much of Colonel Pless's evidence concerning our trade. But we do not lay much stress on the relative prices of wheat at Liverpool and Dublin because we urge that even if all Dublin wheats were always as cheap as similar Liverpool wheats, we Dublin millers, and the same applies in all Irish millers in other Irish ports, are entitled to any advantages of our position, and should not be penalised in our natural trading areas. What would be thought of Dublin millers if they were to claim that the rate, say from Dublin to Tottenham, should be as low as the rate from Liverpool to Tottenham? We suppose that if Liverpool millers took exception to this, Colonel Pless would say they were asking for "dramatic protection."

55507. Now, Colonel Pless told us, in question 45341, that there were no flour mills at interior points on his system!—When Colonel Pless states there are no flour mills at interior points of his system he is not quite correct, as there is one at Navan. Possibly the reason it survived when all the other flour mills on the Great Northern Railway died out is because it enjoys the services of other routes competing with the Great Northern Railway. There is an important flour mill at Newry, which, although not an interior point, nevertheless has occasion to get wheat from Dublin, and from Belfast, by the Great Northern Railway. In this case the Great Northern Railway does not appear to charge any less for wheat than for flour. The Newry rates per Great Northern Railway are as follows:—Belfast to Newry—Wheat, 20-ton lots, 4s. 6d.; flour, 20-ton lots, 4s. 6d.; Dublin to Newry—wheat, 4-ton lots, 6s. 6d.; flour, 4-ton lots 6s. 6d.

55508. Mr. Sexton.—The evidence was 10 to 15 per cent allowed off wheat or other grain, as compared with the manufactured article!—That was Colonel Pless's evidence.

55509. Can you find any trace of such an allowance?—Well, I think that there is a difference between flour and wheat at Navan.

55510. On account of competition!—Practically there are only two flour mills on the Great Northern Railway. Navan is one and Newry is the other.

55511. In the case of Navan is the Great Northern the only route?—No, there are two other routes there is the Midland.

Mr. Craker Barrington, Solicitor.—Colonel Pless is not here, but his clerk stated that they do make allowance of 14 per cent.

55512. Mr. Sexton.—Newry appears to be a case to the contrary.

Mr. Tafford.—The rates clerk of the Great Northern makes that statement now.

Witness.—There are only two flour mills on the Great Northern, and, as a matter of fact, Newry is the larger one, and Newry is the one where the same rates are charged.

Mr. Tafford.—By Dublin and Belfast, I suppose?—(Witness).—Wheat, Dublin to Newry and Belfast to Newry.

Mr. Tafford.—Is not wheat grown and carried on the railway?—(Witness).—It would be very small. It is a wheat-growing district.

55513. Chairman.—I do not know what you are telling Mr. Tafford. You gave us instances where the rates are the same for both?—I gave one instance.

55514. You have given two instances?—Dublin to Newry and Belfast to Newry—the same mill.

55515. Lord Pless.—But Mr. Barrington interprets you, and says there is 14 per cent off that.

55516. Mr. Sexton.—There are two flour mills on the system. There is an allowance to one, and no allowance to the other, and you call that a general allowance. That is hardly a general allowance.

Mr. Craker Barrington, Solicitor.—We only say that Colonel Pless's evidence is right, sir. He gave his evidence as this gentleman did. There are special rates, below scale, and, having said that, I give it up. They come up here to mend their hand, and it is impossible for me to meet it unless I call Colonel Pless.

Chairman.—It appears to me to be a specially low rate.

Mr. Craker Barrington, Solicitor.—Yes.

Mr. Sexton.—The point is the difference between wheat and flour—not the low rate, but whether there is an allowance on wheat, as compared with flour.

55517. Chairman.—That is your point?—That is my point. A special rate for flour.

55518. Now, your association is of opinion, I think, that when a low rate is put in operation—never mind for what purpose—you object to its being raised again without proper notice?—You say, "never mind for what purpose—you object to its being raised again without notice," and when it is put into operation for the special purpose of killing competition we object to its being raised again at all.

55519. Whether competition exists or not?—Yes.

55520. That is to say, if a low rate is put into operation, say, from Dublin?—Well, Newry is my instance.

55521. Well, take Dublin now, because there is a steamer running from Dublin to Newry, and when the steamer comes running, or the railway company kills the steamer, your point is that the low rate should still continue?—That is our point. May I read the proof?

55522. No. You say it, and that is sufficient!—Well, in the proof I give figures.

55523. Go on. Read it if you like. Perhaps it will be shorter?—In view of Colonel Pless's admissions in these replies we would strongly urge that railway companies ought not to have the power when a low rate has been given for the purpose of killing competition to raise again that rate immediately the competition ceases, and destroy the record of it. We would draw attention to the freights charged on grain and bran in the short period during which a steamer was running between Newry and Dublin. Early in 1897 50-ton lots of grain were carried from Dublin (N. Wall) to Newry at 4s. 6d. per ton. Later in the same year the rate for similar quantities of grain was raised to 6s. and eventually 6s. 3d.

55524. Do you know whether that was concurrent with the withdrawal of the steamer?—Yes, and the curious point about these rates was that it was not only concurrent with the withdrawal of the steamer, but before the steamer was withdrawn occasionally the 6s. rate was charged apparently on the days the steamer did not run. It looked as if each 50-ton lot was made a matter of bargaining.

55525. I see. Now, go on?—We would point out that apparently the railway company could still at this later period afford to carry the manufactured article for 4s. 6d., for this was the rate charged on a 20-ton lot of bran, although grain was then being charged at 6s. The railway companies may urge that if they were compelled to continue to give a low rate forced on them by a competing steamer that it would be in the power of traders to start a temporary competition worked at a loss, in order to pull down the railway rate. Our reply is that in that case all the railway company has to do is maintain their rate, and stand aside for a short time, and before long the new competition will cease, leaving them as before. If, however, the railway company can profitably carry at the reduced rate the public are justified in demanding that they should continue to do so. If, on the other hand, the competing route can presumably be worked more cheaply, it is to the public advantage that the traffic should go thereby rather than by the more expensive railway route. In short, we would wish to put it out of the power of any railway company to deprive the public of the use of the naturally cheapest route, and also to make it impossible for a railway company to quench honest competition by unfair means.

Jan 27, 1900

Mr. W. E. Blackinton, Representative of the Irish Flour Millers' Association

Col. Pless's evidence is the rates for wheat and flour.

The allowance on the grain rates as compared with the manufactured article.

Low rates once given to meet competition should not be raised again

The Dublin and Newry steamer competition balanced

Suggestion that railway companies should not have the power to raise rates when competition ceases.

The cancellation of the Newry competitive rates concurrent with the withdrawal of the steamer

The companies remedy to meet unfair steamer competition

The public should not be deprived of the naturally cheapest route. And it should be impossible for railway companies to quench competition by unfair means

Jan 27, 1900.

Mr. W. E. Shackleton,  
Representative  
of the  
Irish Flour  
Millers'  
Association.

Mr. Croker Barrington, Solicitor.—Sir Charles, with regard to that statement it is a new statement coming up here after the case has concluded, and Colonel Pless does not happen to be here now, and, of course, you will agree that Colonel Pless should be allowed an opportunity of meeting it.

55536. Chairman.—After all it is the opinion of the association. They gave it before.—(Witness).—Not exactly on that point.

Mr. Croker Barrington, Solicitor.—I say it is fresh, and I think that Colonel Pless should be given an opportunity to meet this attack on his firm and on his management.

Chairman.—No; it is not. I beg your pardon. This is merely the opinion of Mr. Shackleton, representing this association, upon the action of the Great Northern Company.

Mr. Croker Barrington, Solicitor.—If it is only an opinion you will hardly take it as evidence.

Chairman.—Mr. Shackleton is a representative man.

Mr. Croker Barrington, Solicitor.—If the scales of justice are to be held fairly it is for you, not me, and when he gives fresh evidence in his statement here Colonel Pless should be allowed to answer it.

Mr. Sexton.—This is the old argument submitted from the beginning that when a railway company lower a rate to meet competition they should not be allowed to raise that rate when the competition ends.

Mr. Croker Barrington, Solicitor.—If that is all it is arguing I wonder you go on listening to it.

Chairman.—We do not like to exclude anything.

Mr. Croker Barrington, Solicitor.—What I say is that if there is anything fresh put forward here we should be allowed to answer it.

Chairman.—Now, you may ask Mr. Shackleton any question you like upon it.

Mr. Croker Barrington, Solicitor.—No, sir; that is of no use. I am not Colonel Pless.

Chairman.—But there is nothing affecting Colonel Pless here at all.

Mr. Croker Barrington, Solicitor.—When Colonel Pless has read the *Freeman* he can send his statement.

55537. Chairman (to Witness).—Now, with regard to the next paragraph, we have had that evidence before, and I do not think you need refer to it—I just wish to point out that I think Mr. Neale was under a misapprehension.

55538. If he is under a misapprehension by all means put him right.—With reference to Mr. Neale's answer, 55428, I wish to say that this is not the case. I have no mill at Carlow, and I certainly did not ask for what Mr. Neale states; nor cousin, Mr. Egan, Shackleton, has a mill at Carlow; I have spoken to him about this, and he tells me that Mr. Neale, in his reply, is evidently thinking of a conversation they had as a private matter which does not concern our Association, and which had no really reference at all to the direct Dublin and Kilkenny rates. My cousin says that that conversation on a private matter took place about the same time as our previous evidence to this Commission. It is evidently a misapprehension on Mr. Neale's part.

As Carlow is mentioned I might say that the Carlow traders complain of the long distance (i.e. rate) between inland and outwards goods points, i.e., if a cart is delivering goods to rail and then taking away other goods he has about 3 miles to travel to get from outwards to inland points.

55539. I do not follow that.—Mr. Neale will understand.

55540. Two station yards half a mile apart, is it?—Not as the crow flies.

Mr. Neale (Manager, G. S. & W. R.).—It is the way the public roads run.

Witness.—We have no road across at the station exactly. We have to go round to get to the other side.

55541. Chairman.—I do not think there is much in that.—No; I was just asked to mention it by some of the Carlow people. That is why.

55542. Now, what have you got to say about the terminals. You have told us that the miller does the loading and unloading.—In some cases our rates are station to station rates, the rates that we quote in the examples. Our particular point is this.—In the case of those through rates, in nearly every case there has to be cartage performed.

55543. In Dublin?—Yes, in Dublin, and in most of the other Irish ports.

55544. Chairman.—Trucks go alongside at Belfast, don't they?

55545. Lord Pirbright.—Yes, to some of the docks. Witness.—But in Dublin the point is that the trucks go alongside some of the steamers and not alongside the steamers to which most of those through rates apply. Then that remark that the miller does the loading and unloading has special reference to the terminals mentioned in Mr. Neale's answer, 49460.

55546. You need not contradict Mr. Neale.—Well, the Cork millers feel aggrieved. They seem to think that the question is this. Mr. Neale said that the bulk of the wheat imported into Cork was ground in country mills, inland mills, and from our personal knowledge of the matter we think that the reverse is the case, and the Cork millers asked me to mention it.

55547. How many flour mills are there in Cork?—There are three large flour mills in Cork.

55548. Mr. Sexton.—Mr. Neale's attention was more fixed upon the wheat that yields him railway earnings.—I think so. The output of the Cork mills is considerably more than that of all the Mills that are fed from Cork.

55549. Chairman.—Do you agree with Mr. Neale's explanation with reference to the *Freeman* rate?—Well we admit that it is an explanation, but we do not admit that it is a justification. That is the old case again, and it is perhaps one of the most striking cases of such through rates in Ireland.

55550. From beginning to end it seems to me that you contend that the Irish miller, wherever he is situated, should have the same rates, the same low rates as on imported flour.—Yes, that is all.

55551. The same as they get on imported flour?—Yes.

55552. How do you know that the rates are not so?—Well, we put forward several examples, and the way we got those examples was by asking acquaintances and friends of ours in Liverpool to ask the carrying companies concerned for quotations, and then comparing them with what we were paying locally.

55553. And that is how you made the comparison?—That is how we got it.

Examined by Mr. Sexton.

55554. We are told by the railway witnesses that very little flour is brought into Ireland on through rates, especially through the port of Dublin or that of Dundalk—that there is very little brought in on through rates. Are you aware of that evidence?—I am aware of that evidence.

55555. The explanation appears to be that for as the through rates are the Channel rates from port to port are so low that anyone competing with you in flour can get it carried more cheaply on the two local rates than if he used the through rates. Do you follow?—I do not quite follow you.

55556. The Channel rate is said to be now so low from Liverpool to Dublin or to Dundalk that a man sending flour from Liverpool can get it more cheaply to an interior Irish point by first looking it to the port and then re-loading it to the interior point than if he used the through rate. In other words the through rate is higher.—I think not.

55557. They say so.—I think that is not so, on fairly not in the case of the quotations I put in.

55558. The competition with you as a competitor in which the English railway companies are not concerned. It is an ocean competition, a sea one from the English port.—Yes.

55559. Then if the Channel rates are so low to the Irish ports as to make it not worth while to use the through rates.—I do not think that is the case. Mr. Sexton.

55560. Assuming it to be the case, does not it suggest the need for the utmost concessions that can be made to be made to the Irish miller. What does it matter to him whether competing goods are carried on local rates or on through rates if the fact exists that imported flour can be brought in by reason of the very cheap Channel transport, is not that a reason why every effort should be made to give concessions such as Mr. Neale described to enable the Irish miller to compete?—But what we ask is not for concessions.

All we are asking is that our local rates from the Irish ports to interior stations shall not be more than what the railway companies are satisfied to carry imported flour for from those ports.

55561. I will come to that in a moment, but at present you are asked about the through rates question.

At present I am putting to you that even suppose through rates may be temporarily not in operation owing to the lowest of the Channel rates, and

Rates from inland mills to country towns.  
Mr. Neale's evidence for G. S. & W. R.

Correction of statements in reply to witness's previous evidence.

Gradually made under a misapprehension.

Traders' complaint as to the station arrangements at Carlow.

The loading and unloading done by the miller.

Dublin cartage necessary in the case of through rates channel trade.

that flour can be brought in more cheaply upon local rates than upon through rates, does not that affect a ground, from the public point of view, for considering the case of the Irish miller?—Perhaps it does, from the public point of view, but the Irish millers are perfectly well able to compete on equal terms with anybody.

55562. Suppose the through rate system in operation (it is, I think, to some extent in the north, and, perhaps, also in the south)—but suppose it in operation, and flour carried in on through rates by say, Dundalk to Caran—The Midland Company say, that among this flour is carried at a certain rate by Dundalk to Galway, they are entitled to apply the same rate by their route in order to save the traffic. Your reply is that flour is a special commodity. You do not increase the consumption of it in any degree by reducing the rate, and if that flour had been carried from an Irish mill instead of being imported on a through rate the railway would not carry less, and they would have, in addition, the traffic in the by-products?—That is our argument. You put it clearly.

55561. And you say that they are not acting wisely in themselves, or fairly to you in preferring the import?—That is so.

55562. I suppose it will be admitted that the railway companies are entitled to save the traffic, but as soon as they have protected their own interest by applying the same rate by the longer route they seem to think that they are not bound to consider at all the case of the local producer upon the longer route. Do you think it follows obviously, because the railway company are entitled to protect themselves by applying the rate of the shorter route to the longer route that they are, as a matter of course, entitled to starve you out, as a result of saving themselves—you being the local producer on the longer route?—We ask that the railway company should, if they see fit to make a concession to save their traffic, should save it through as the Irish millers, equally.

55563. That is in regard to the flour traffic, because you say they do not carry more flour by the low through rates, and that they lose the traffic in the by-products. That is your point?—That is it.

55564. Suppose there was a public system of railways—that the railways were administered for the public benefit, then, under the same rule that prevails now—that the rate by the shorter route should apply by the longer route, the public administration of the railways would probably take cognizance of the position of the local producer on the longer route, and would modify his rate by reason of the competition so as to do what you ask—to give a local rate that would be equivalent to the Irish proportion of the through rate?—I think it would be right for them to do so.

55565. Since you were here last month have occurred, and there has been evidence on the question of rebates. We now know that your surmises were fully justified, and that rebates may be given by companies for a long period together, and that there may be no entry of them in the books or knowledge of them available to the public. What has happened strengthens your opinion that rebates are to be granted at all they ought to be duly and clearly recorded?—That is our position.

55566. I think you make a distinction between temporary rates in general and temporary rates instituted for the purpose of defeating competition?—Yes.

55567. You have no objection to a temporary rate in such, provided it is recorded?—Provided it is recorded.

55568. But you say, in addition, with regard to a temporary rate instituted to end competition, that when it has succeeded, after it has by this temporary reduction, deprived the public of the facility of the other competing route, that having done that, it ought to be made permanent?—Yes.

55569. It should not be again raised?—It should not be again raised.

55570. Now you say that if Colonel Pless's statement were accepted, that you have come here to ask for protection, it would work injury to your trade?—We fear that it might.

55571. It might lead people to think that the Irish millers were not in a position to compete on equal terms?—That is what we fear.

55572. You consider that you are?—We consider that we are.

55573. And you ask for nothing but equal terms?—We ask for absolutely equal terms.

55574. And Colonel Pless's remark is his interpretation

of your demand, that Irish flour should be carried any given distance for a rate not higher than that charged for the same distance for imported flour?—Yes.

55566. You say that when the importer of flour into Ireland has his flour carried at a lower charge for a given service than you have, the protection is to him and not to you?—Yes, that is what we claim.

55566. And that if your flour were carried on an equal scale of charge for a given distance you would be placed on an equality with him?—Yes.

55567. And then there would be protection to neither?—That is what we ask for.

55568. Now it has been strongly represented here that there has been a certain deficiency in the evidence before this Commission by reason of the circumstance that a large number of traders have not come up to give direct evidence of their grievances. Do you say that since the Allport Commission the institution of Local Government in Ireland with representative authorities in every county may be held by traders to exonerate them from what they might hold to be the difficult task and, perhaps, not entirely safe task of explaining carefully what they feel and need?—It might be looked at in that way. Our Association do not look at it in that way. We thought it right to come and appear ourselves, and make our own case here; but I may say, as you mention that, that some traders might be under the fear that they might be retaliated upon, so to speak, for giving evidence here. Speaking personally, I do not feel that myself at all, but I know that a feeling does exist, and that is the course of our inquiries about rates and so on, we found a certain amount of hesitancy in people to give information, or where they did give it, they tied it up as confidential, so that we could not make use of it; and they were afraid in every case that the railway company concerned might retaliate upon them.

55569. Every railway company has its own district, and every trader in that district has to deal with that railway, and no other, as a general rule?—As a general rule.

55570. And the traders may conceive that this Commission, like a great many previous ones, will end in nothing, but I am more hopeful; but that as a natural view; and suppose it did end in nothing, the railway company then is the monarch of the district in his district, and might retaliate. It might be true that the railway would not think of anything of the kind, but it is the apprehension in the trader's mind that makes him conduct?—That is it.

55571. Now you have come to give evidence here as the representative of an influential association, which, by reason of its incorporation or for any other reason, is free from the fear that isolated individual traders in the country might feel?—Well, that is so; but there were many of our own members who, in correspondence, would not place their information in our hands, or, when they gave it, would not give us liberty to make entirely unreserved use of it.

55572. Chairman—Would not give you liberty to mention their names?—To mention their names; and it went so far that occasionally they hesitated to allow instances of particular rates to be mentioned, because they could be identified by the railway company.

55573. There is such a feeling to-day?—There is no doubt but the feeling exists.

55574. Mr. Scotson—There is very little trade organization in Ireland throughout the country, very few organized bodies of traders exist throughout the country?—Very few.

55575. Organized bodies can always put forward men like yourself to state their case with less reserve than an individual in the country could afford, coming forward on his own behalf?—There is much in what you say.

55576. May I ask whether you represent the whole of your important trade throughout the whole of Ireland, and how many traders are speaking by your voice to-day?—About fifty. Practically all the flour mills in Ireland except two or three.

55577. Your evidence then is the evidence of the trade throughout the country?—Yes, in all parts of the country.

Examined by Mr. Acworth.

55578. I gather, and there can be no question, I think, that a feeling to some extent of hesitation to come forward exists. Do I gather also that you do not think there is ground for it?—I stated personally I do not, but I don't doubt that other people do think it.

Jan. 27, 1906.

Mr. W. E. Shackleton, Representative of the Irish Flour Millers' Association.

Irish flour should be carried at the same scale as the imported flour.

The placing of Irish millers on an equality with their competitors.

The alleged deficiency of evidence from traders.

Fear of retaliation by the companies affected areas.

And also mentioned with the Association in obtaining evidence. The foundation for the traders' apprehension.

Members withhold information or refuse liberty to use it unreservedly.

The scarcity of trade organizations in Ireland.

Number of traders represented by the Association.

But the evidence submitted on behalf of the whole trade.

Jan. 27, 1906

Mr. W. L. Shackleton,  
Representative of the  
Irish Flour  
Millers' Association.

The Act of 1903 prohibits the raising of rates if a trader objects. The decision of the Court must be obtained in any increase of rates. Difference of opinion as to the law.

Expense of  
conducting  
proceedings.

The resolution of the Association in 1906 as regards the rates for imported flour.

Irish flour  
should be  
carried at the  
same rate as  
the local  
proportion of  
the through  
rates on imports.

55578. Now as to what you say about raising the rates, you say you do not think they ought to be lowered to put down competition and then raised. You know that there is a law that you cannot raise a rate to which a trader objects without the sanction of the Court. You know that that is the law under the Act of 1893?—Yes, I am aware that that is the law, but when I spoke of raising the rates I used the word in a general sense. I should have said coming to enforce a temporary rate for a short time.

55580. Are you aware that before this Commission Mr. Balfour Browne, who is counsel for the railway companies, and a very distinguished authority, stated that in his view the withdrawing of an existing rate means the same thing as raising a rate?—Yes, I read that.

55581. In that case you have a legal remedy at this moment?—Well, it is an arguable point. Opinion did not seem to be unanimous about it.

55582. I take that to be Mr. Balfour Browne's admission, that you are protected under the existing law?—I take it from what I read that that was Mr. Balfour Browne's opinion, but I also take it from other transactions of that day that other people were not in agreement with Mr. Balfour Browne.

Mr. Brown, K.C.—And you would enforce that at your own expense by instituting proceedings before the Railway Commission.

55583. Mr. Ascroft.—Clearly. Well, one other question, Mr. Shackleton. You stated in last year's resolution that the Irish railways should not carry imported flour at less rates than they carry Irish milled flour. I just want to understand how far that goes. We know that it is habitually the practice to carry at less per mile 100 miles than 25?—I mean equal service in that sentence—equal service for equal quantities.

55584. Is your proposition, therefore, that, that the rate for 200 miles should be the same per mile. Let us suppose, say, from York, where there is a big milling industry, that the rate from York to Mullingar should be the same rate per mile as, say, Belfast to Cork. Is that the proposition?—Oh, no.

55585. What is the proposition, for I do not quite follow?

Chairman.—He has been perfectly clear upon that point.

55586. Mr. Ascroft.—I have not followed him. It is in my mind, no doubt?—You speak of a rate, say, from York to Mullingar. Supposing such a rate was without practical utility, which it is not, but supposing that it was, and that that rate did not apply in Dublin, and the earnings of the railway company from Dublin to Mullingar were so much—

55587. Chairman.—Out of the through rate?—Out of the through rate. We claim that they should carry the flour from a Dublin mill to Mullingar at the same rate.

55588. Mr. Ascroft.—That is what I thought. I want to know whether you apply that in Ireland. Supposing I take Mullingar to Limerick—Limerick to Mullingar we will say, as that is a two companies route?—Yes.

55589. You go to Athlone, and then you ship—ship. Would you say that supposing the Midland Great Western only gets 3s., we will suppose, as its share of the through rate from Mullingar to Limerick, therefore they ought to carry local flour from Mullingar to Athlone for 3s.?—Yes.

55590. You would?—Yes.

55591. You would not then have a through rate that was lower than the sum of the local rates?—Well, that is our contention, of course, paying due regard to the terminals.

55592. Ignore the terminals. And supposing it is a carriage rate, would you agree that, supposing the single railway company carried for the whole 100 miles or whatever it is from Mullingar to Limerick, the rate ought to be lower per mile as the distance increases. That is your view. That everybody agrees to—don't they?—Yes, that is right.

55593. But supposing now we cut it in half at Athlone, each company ought to regard it as a separate transaction and charge its full local rate on each of the two portions? That is your view?—Well, I think I see your point. Perhaps I might put it in that way.

55594. In other words, the public ought to be deprived of the advantage of a low rate for long distance except where the carriage is the whole distance in one hand. Are you sure that that is in the public

interest?—I will just think over that, and I may remark that there is an interesting parallel in that case that you put of Athlone. In that case it would also apply. There are two railway stations in Athlone, and it would have to be carried from one to the other. But that is our point. In nearly every case it has to be carried from the steamer to the railway.

55595. I think the real point I want you to consider is that you are asking the Irish companies to do against traffic coming from the ports what they do not do against traffic exchanged with other Irish companies at local points, and you have not given a reason why that ought to be done. I am quite satisfied to leave it. I don't want you to answer. I will leave it at that?—Yes; it would take a little thinking over, and what makes it a little difficult is that in the case of such things as putting one's self into entirely imaginary circumstances it is not practical. The cases you mention are quite unpractical for milling purposes, for handling mill stuffs.

55596. Don't call it mill stuffs, let us say books, because they have a book factory at Mullingar?—But I am naturally looking at it from that point.

55597. But supposing you sent through Cavan, which is a junction point?

Chairman.—From where?

55598. Mr. Ascroft.—From Mullingar to Cavan. There must be plenty of places?—It is very hard to think out some of these imaginary places.

55599. But take it without any names of places at all. There must be plenty of instances where flour passes from one railway company's system to another on a through rate, must not there?—Yes, a few, not very many.

55600. Then, in this case, unless you are going to treat imported flour differently from Irish flour, your proposition is that there is not to be a through rate that would be lower than the sum of two local rates?—No, I do not think I exactly put it in that way.

Mr. Ascroft.—No? I don't think you did. But I suggest to you that that is the effect of what you say. Let us leave it.

Chairman.—Now, Mr. Barrington, if you wish to ask any questions.

Mr. Craker Barrington, Solicitor.—I was not going to ask a question.

Mr. Brown, K.C.—I would suggest one question if you would put it.

Chairman.—Certainly.

Mr. Brown, K.C.—Would not all these difficulties vanish if all the companies were in the hands of the same person?

55601. Chairman.—Of course, they would; he need not answer that. Mr. Shackleton, the only point you have endeavoured to put before us is this—that you are of opinion that imported flour should not be carried by the Irish railway companies at a lower rate than they charge locally for flour sent from Dublin or any other point?—That is my point.

55602. And you simply say you would be satisfied with that. You do not raise the question of equal mileage rates?—No, equal service.

55603. And you would be satisfied if the rates charged locally from Dublin to interior stations in Ireland were the same as the railway companies get out of the through rate passing through Dublin?—Yes.

55604. And that is the only point?—That is the only point. May I say something to Mr. Ascroft with regard to his question.

55605. I think not. You have cleared that up?—I was just going to say that the cases of through rates under discussion were cases of goods carried at an individually lower rate, and the rate was given in order to meet competition by the individual rate.

Examined by Colonel HUTCHESON PER.

55606. I do not know whether you were present yesterday?—No, I was not.

55607. But it is a matter of common knowledge that Mr. Tatlow stated that he was unable to give us an analysis of the through rates. The Commission asked for an analysis of the through rates, and Mr. Tatlow said that in the interests of the railway companies he was not at liberty to make an analysis showing what proportion the Irish companies get out of the through rates?—Yes.

55608. I take it that if it could be shown that the proportion that the Irish companies receive out of the through rates was as much as, if not possibly more than, they receive from the local rates, your objection on this point would drop?—Yes.

The Commission adjourned till

The carriage  
from the  
steamer to the  
railway

## NINETY-FOURTH PUBLIC SITTING.—THURSDAY, JANUARY, 28TH, 1909.

Jan 28, 1909.

AT 11 O'CLOCK, A.M.

In the Shelbourne Hotel, Dublin

Commissioners present:—Sir CHARLES SCOTTER, BART, (Chairman); Right Hon. LORD PIERRE, P.C., K.P.; Sir HERBERT JENKINS, K.C.M.G.; Colonel WILLIAM HUTCHESON POE, C.B.; Mr. THOMAS SEKTON; and Mr. W. M. ACWORTH.

Mr. GEORGE E. SHANAHAN (Secretary).

**Lord Pierre**—The Chairman is unavoidably absent for a little while this morning, but he will join us as soon as possible.

**Mr. Balfour Beane, M.C.**—Before you go on I wish to mention that I have here a report in yesterday's *Freeman's Journal* of the proceedings before the Commission on Tuesday, and when Mr. Taffow was giving evidence you, my lord, are reported to have said:—I desire you remember the occasion, he was speaking of the intimidation of witnesses:—"How can you say that when I am written to by your own committee, your own chairman present, to say that he considers all questions are unfair or undignified, or something of that sort?" Now I am instructed to say that the committee or chairman have never written such a letter, and that they have never even considered such a subject in the presence of their chairman.

**Lord Pierre**—I am very glad to hear that, but

that particular report I don't think is quite as accurate as it is in the *Irish Times*.

**Mr. Balfour Beane, M.C.**—I don't know who wrote the letter, and I don't want to inquire, but for the committee I wish to say absolutely that no such letter ever was written, and no such impression was ever in the minds of the committee, and certainly as not in their minds.

**Lord Pierre**—All I wanted to convey was that the chairman of one of the companies which Mr. Taffow represents, wrote to me on the lines which I described, that is as I gave it, and which I believe appeared in the *Irish Times*.

**Mr. Balfour Beane, M.C.**—I desire it has been mis-reported, but whatever our chairman does, the associated chairmen are not concerned in it.

**Lord Pierre**—I am very glad to hear that they dissociate themselves from it.

Mr. MICHAEL O'DEA, J.P., re-examined by Lord PIERRE (in the Chair).

55603 You have given evidence before?—Yes.

55613 You wish now to add to your evidence, and to appear on behalf of the Dublin Industrial Development Association?—Yes.

55611 As well as the Irish Industrial Association?—Yes.

55612 Am I right in assuming that you take exception to some part of Mr. Taffow's evidence?—Yes.

55613 What have you to say, as shortly as you can, a correction with that?—In the course of his evidence Mr. Taffow stated that whatever they found an Irish industry they always gave it special treatment. But we don't.

55614 You may deny it, but have you any case where you asked for it and were refused it?—Yes. We have repeatedly asked the Irish railway companies to give us lower rates for common deal furniture, which is a largely increasing and developing trade in the country districts of Ireland, and now carried as Class 5 with goods four times its value, but the Irish companies (with the exception of the Great Northern Railway Company) have persistently refused to give the smallest relief, though, according to the Department of Agriculture, there was imported into Ireland in 1904, 1,173 tons of furniture, representing a cash value of £262,110, sterling.

55615 Mr. Seaton.—I think it is a great deal more so.—Yes. It has gone up very much.

55616 Lord Pierre.—You have no actual letter referring to give it?—Yes, I have. Mr. Neale has admitted in his evidence that he refused.

55617 Mr. Seaton.—The import of furniture has increased every year since the year named by you, and last year it was £450,000?—Yes.

55618 Lord Pierre.—Have you anything further to say in reference to an enterprise started by the sons of the late Mr. McQuinn, M.P., and yourself?—Yes. I am a specific case. The sons of the late James McQuinn, M.P., and myself started, in 1906, a large sawmill and furniture factory at Navan, County Meath. We put in machinery costing £8,000, employed about fifty people, and commenced making

cheap furniture and Windsor chairs. We asked the railway companies to give us special rates to the principal Irish towns. They gave us a table of rates, quoting the highest rates in the books, viz., Class 5.

After the evidence given before this Commission, I ceased inquiry to be made at the mill to ascertain if we had received any special treatment, and our secretary, who was not conversant with railway rules, sent me on some railway bills which he had paid, and I find that this new industry, instead of receiving special treatment, were actually charged about 55 per cent. too much on transit of common Windsor chairs. I append a few examples of the rates we paid and on the outer margin the proper rate.

55619 Just give one or two instances?—One is Shaw, of Mullingar—rate charged, 20s., rate 2nd Y, 17s. Dava, Galway—rate charged 50s. 2d., rate 3rd Y, 24s. 2d. Freely, Ballyham—rate charged, 40s. 8d., rate 3rd Y, 28s. 2d.

55620 These are examples of what you want to have recorded?—Yes. As the actual proof of what I say. All the above lots were similarly consigned, and all charged as Class 5, excepting one lot—J. Boland, Glort, November 21st, 1907. We lost heavily on our two first trading years, and if capital had not been available we should have had to close the mill down.

55621 Have you been in trade long here?—I am twenty years trading in these goods, and until I read Mr. Taffow's evidence before this Commission, I was not aware that the rate for Windsor chairs had been reduced since 1892, and I am certain my firm never received the benefit of this reduction. I have since examined several rate-books at some of the stations, and found that the 2nd Y rate was put into force on the Great Southern and Western system June 1st, 1907, and on Midland Great Western, July 8th, 1907.

55622 That was since this Commission sat?—Yes.

55623 Mr. Seaton.—When did you give your former evidence?—In October, 1906. At other stations there was no record whatever.

55624 Mr. Acworth.—Other stations than what?—Other stations that I investigated.

Mr. Michael O'Dea, J.P., representative of the Irish Industrial Development Association.

Samuel and James (factory started at Navan by private enterprise).

The highest rates for the traffic quoted by the Companies instead of giving special treatment.

Transit of Windsor chairs.

The business is nearly lost for two years.

The rate for Windsor chairs reduced.

Since the appointment of the present Commission.

The date of opening on the G.W. and M.W. railways.

Jan. 28, 1904

Mr. Michael O'Dea, J.P.,  
Representative of the Irish Industrial Development Association.  
Objection to the present system of rates.  
Not understood by traders.

All rates should be published.

Alleged preferential treatment to large traders in the matter of rates.

The defective system of entering special or temporary rates in rate-books.

Instances of rates being on detached slips apart from the rate-books.

The difficulties experienced by the Cork Spinning and Weaving Company.

The question of storage in Dublin.

Modified rates required for cheap furniture.

Which would largely develop the trade.

Increase in the output after reduced rate was put into operation.

55625. *Lord Forster*.—You mean that Windsor chairs were not carried at that rate until July last?—They did not know anything about them. They had only Class 5 for them.

*Colonel Hutchinson Peck*.—May I say, as confirming what Mr. O'Dea says, that I have been a copy of the general Irish railway classification of January, 1905, and that Windsor chairs are marked 5 X.

55626. *Lord Forster*.—That is the Irish classification. That rather confirms what witness says. I am forced to the opinion that this system applies to most of the special rates quoted in evidence. They are merely silent or paper rates, and there are far too many class rates. No trader understands them. Besides, they should be published, as the passenger fares are, in the time-table under their different headings—to my mind a very simple thing.

55627. *Mr. Scallen*.—Is it your suggestion that there may be special rates in existence, but that owing to the method of publication, or the semi-private method in which these things are recorded, traders may be unaware of them?—I am firmly convinced that there is a discriminating policy used and that large and small men get the benefit of those special rates, and that small and poor men have to pay the class rates.

55628. *Mr. Ascroft*.—Are there any large men in the Windsor chair trade?—There are, a couple.

55629. You suggest they get special rates?—I do not know what rates they get. I did not ask them.

55630. Let us understand what you do suggest; they are given to large men in your trade; do you suppose they are given to large men and not to you?—Yes, I do.

55631. *Mr. Scallen*.—Do you suggest that the special rate may be in the books and that the large trader is better informed on the details of the business and may avail himself of these rates, but that other traders are ignorant of the fact that they are to existence and may not avail of them?—That is the only really intelligent answer, because when I went to find the special rates for Windsor chairs I could not find them in the rate-book; the clerks found them in the drawers on loose slips.

55632. You would find the rate in the rate-book and the classification you would have to look for elsewhere?—Yes.

55633. I suppose that traders generally might not be aware of the routine?—Traders know nothing about rates. They have to pay whatever is presented to them.

55634. *Mr. Ascroft*.—Would you tell us the names of the stations where the clerks found the slips in the drawers?—One is Ballyhanna and the other is Linstow.

55635. In both cases the clerks found slips giving the specially reduced rate for furniture in drawers and not in the rate-book; is that the statement?—Yes.

55636. *Lord Forster*.—You speak about the Cork Spinning and Weaving Company having difficulties?—Yes. The Cork Spinning and Weaving Company has been experimenting for the last two years in a particular cloth, that we use very large quantities of, made at Gormal and Antwerp. We have supplied them with samples of the cloth. They have made several attempts to produce that cloth, and they at last succeeded, but we find when they had succeeded they could not get the goods delivered into the warehouses in Dublin—they would not cut.

Examined by Colonel HUTCHINSON PECK.

55637. I think what you wanted to try to get from the railway companies was not any interference with the high class rates for high class furniture, but a modification of that rate when the furniture was cheap and of a workable description, such as is manufactured by you?—That is what we want.

55638. You consider that if there was some such modification it would tend greatly to the development of your particular trade?—Of course it would develop enormously. I can give you here a very striking example. At our Nanna mills, when we got this low rate, or when we became aware of it—for we had a difficulty in getting it when we became aware of it; we had to write three times before we did get it—I had a comparative table taken out of the amount of those chairs sent out in the six months from July, 1907, to December, 1907, and the total was 36½ dozen; and for the same period under the new conditions from the 1st of July, 1908, to the 31st of December, 1908, the output was 472 dozen.

55639. In the six months?—In the six months.

55640. *Mr. Scallen*.—Twelve times as much.

55641. Do you attribute that increase to that lower rate?—I attribute it to a concession in price that we were able to give following the low rate.

55642. *Colonel Hutchinson Peck*.—Did you make any sort of attempt to find out to what extent you were penalised by the high rates charged you during the time from 1905 to 1907; in the table you gave us you were charged class rates number 5 with one exception?—The amount would not be serious. The loss of business was a great deal more serious. Our mill was practically idle.

55643. I notice you refer to the Kilkenny woodworkers being obliged to employ motor wagons?—Yes, I saw them, and I asked the reason why they were used.

55644. You got the information from the manager?—Yes.

55645. He attributed it to the difficulty in getting the goods delivered, and not so much to the rate, I suppose?—He said nothing about the rate. The manager tells me they were obliged to put on those motor wagons for the safe and quick delivery of their goods, the train by rail being unsatisfactory.

55646. Do you know, as a matter of fact, that day do a considerable business?—Yes. It is a most deserving industry. The gentleman who is owner of it, the Hon. Captain O'Keefe, is one of the best we have in this country, and it ought to be encouraged.

55647. And can you say that the bulk of their furniture which is sold in Dublin is brought to Dublin by motor wagon and not by rail?—I understand from the manager that the greater part of it is brought by motor.

55648. It is brought by road instead of by rail?—Yes.

55649. *Mr. Ascroft*.—This Cork Spinning and Weaving Company is a big concern?—It employs 800 people.

55650. Do I understand you to say that they cannot send any of their stuff to Dublin by rail?—As a matter of fact we have been getting cars for the last six months by the Clyde steamer. It is sent to Glasgow, thence to Belfast, and thence to Dublin.

55651. Can you say of your own knowledge whether what they send to other people goes by steamer?—I cannot say.

55652. I gather that what they send you is only a small quantity of cloth of some experimental kind?—It is a particular class, but I think they are sending it to other firms in Dublin.

55653. It is a small thing?—It is not a big thing in bulk.

55654. It has nothing to do with the product of a factory employing 800 people?—No, but it would represent thousands of pounds in the year.

55655. But it is a small quantity?—Yes.

Examined by Mr. SKEPES.

55656. The Cork Spinning and Weaving Company is one of the few companies in the South of Ireland engaged in the textile industry?—Almost the only one.

55657. They carriage goods to Dublin, and instead of sending them by rail, and having them delivered the same day, they send them by water first to Glasgow, then by water to Belfast, and by water from Belfast to Dublin?—Yes.

55658. So that instead of having the goods delivered in one day, it takes about a week?—About six days. There is another matter that my manager brought to my attention. I did not put it in my report, but it is a matter of some importance. Some palanquin articles of very low value. They are purchased largely by the poor and the working classes, and they are in class 3 with mattresses six times their value. They are the poor man's substitute for wire spring bed frames, and are only about one-third of the value of wire mattresses, which are carried under class 2, while the substitute, an article only one-third the value, is class 3. The rate is most oppressive to the poor, particularly for long distances, and they ought at least to be reduced to class C or lower. They are packed in bales square, 3 by 2, weight 1½ cwt each bale. There are three makers in Dublin and one getting to be larger, particularly in the congested district.

55659. You have quoted the railway evidence that the companies in 1882-1883, that in sixteen years ago, modified the Parliamentary classification of goods then enacted by placing twenty-seven commodities in

lower classes in the classification. The table of these modifications as put in by the railways includes these Windsor chairs?—I did not notice that.

55660. You may ask it as I did not understand that this modification had been altered since 1892-93, but Mr. Tallow, in his latest examination the day before yesterday, stated that this particular article, Windsor chairs, had had the modification applied to it only in 1906. You are one of the proprietors of the Navan Saw Mills?—I am a director.

55661. They were started in 1906?—Yes.

55662. Until July, 1907, you continued to pay the highest rate, the class 5 rate, upon those Windsor chairs?—I continued to pay it until July, 1908.

55663. In fact, until you discovered by the railway evidence here that there was a lower rate applicable to Windsor chairs you continued to pay the higher rate?—I did.

55664. Can you explain how it happened that your consignment of the 21st of November, 1907, of Windsor chairs to John Boland, Gent, was charged at the lower rate, class 4, whilst another consignment to the same man seven months later, the 27th of June, 1908, was charged at the higher rate, class 5?—I have no means of explaining that circumstance at all. It is my routine. It showed that they had some record of that rate being in existence, but they were charging the higher one.

55665. The lower classification was applied in an actual transaction in November, 1907, and the higher rate was charged in the case of the same man seven months later; can you understand it?—I cannot understand it. I don't like to be too critical with these things; but I may say when I did speak to several of the stationmasters at the stations, and asked them the reason why these things were done, several of them said to me—(I always found them most courteous and most obliging, and I give them full credit for it, and they went to a lot of trouble)—but they said their instructions were to charge the highest class rate, and if they did not do that they would have to pay the difference themselves.

55666. On Windsor chairs?—On everything.

55667. But on Windsor chairs?—Yes; that was the particular thing.

55668. The rate books would contain at every station the class 5 rate and the class 3 rate, and the question as to the Windsor chairs would depend upon the instructions they had received with respect to the classification of these particular goods, but the idea that the classification could have been communicated to them seems to be excluded by what you say the stationmasters told you—that they had to charge class 5 for Windsor chairs?—Yes. They had no other rate.

55669. Did the stationmasters at some stations tell you they could charge class 3 and others that they could only charge class 5?—They did. At some stations they had a record that this rate was lowered to class 3 Y, and at other stations they seemed to know nothing about it whatever.

55670. Could you say at what stations?—I don't like to bring in these stationmasters.

55671. As regards the effect of this on the branch of trade in which you are concerned, you say that the Navan factory lost heavily on the first two years' working, and that if more capital had not been made available the factory would have had to be closed down?—Certainly. We had to go to the bank, and give a guarantee for an overdraft to keep the place going.

55672. In the ordinary case of a man depending on his original capital the factory would have had to be closed?—Undoubtedly.

55673. On the other hand, as soon as you got this concession (whether it was in the classification of 1892 or added in 1906), your trade in this commodity developed twelve-fold, within a half-year after you obtained the concession?—I give you the absolute figures I have got from the mill.

55674. You say that the concession enabled you to make such a firmation in price as gave you this new and great advantage in the market?—Yes; the concession was a small one, and it goes to show that in this country even a small concession may have a most material and powerful effect in developing small industries.

55675. The concession was only a shifting a downward?—It appears to show that if this rate had been available since 1892, and you had been sending out twelve times the number of chairs that you have been sending lately you might have a very prosperous factory by now?—Very possibly we would, but at the same time we are very glad of it, because it would be

a great hardship to the town if the factory had to be closed down. I am sorry to say in our two factories, both the bacon factory and the furniture factory, we have lost heavily so far as we have gone.

55676. The solution of the general question that you favour is an adaptation of the New Zealand system to Ireland?—Yes. I am strongly in favour of it.

55677. You are in favour of the unification of the Irish railways into one nationalised system, managed by the best railway experts to be procured, and directed by an authority mainly elected, and with a nominated element?—Yes.

55678. That is the substance of what you said when you were examined before?—Yes.

55679. How long ago was that?—October, 1906.

55680. That is over two years ago. It has been said that very few traders have come forward to give evidence, you are a trader?—I am.

55681. Do you speak here to-day not only for yourself, but for the Dublin Industrial Development Association and the Irish Industrial Development Association?—Yes; I speak for 1,000 members of the Dublin Industrial Development Association.

55682. Are they commercial men?—There are about 350 manufacturers, and there are traders and artisans.

55683. That includes every class—those who make the goods, the middlemen, and the artisans?—Precisely. They are a body of most enthusiastic men so far as the development of Irish industries is concerned. It is an association without any politics, creed, or any other sentiment.

55684. A business society?—A business society, pure and simple.

55685. Engaged simply in the effort to improve industry and trade in Ireland?—Engaged in trying to lift the country out of the state in which it is.

55686. Does it include any considerable manufacturers?—It does.

55687. As considerable as any we have?—Yes. Mr. Barrington is a member.

55688. The soap manufacturer?—Yes, and Mr. Perry, the big poultry manufacturer; in fact, nearly every manufacturer in Ireland is a member.

55689. You speak for these members here?—I am sent here to do so.

55690. What should we have gained—would not we have lost a great deal of time if each of those 1,000 men had come here to give evidence?—It would be quite unnecessary. I think you have had as vast and powerful a mass of evidence as could be produced by any country.

55691. What about the Irish Industrial Development Association, which you also represent; how many members does that contain?—It is a limited incorporated society which was formed to carry out the Irish trade mark.

55692. It consists of a head establishment in Cork, with branches federated through the cities and towns of Ireland?—Yes, that is it.

55693. Then I may say you represent here some thousands of members—merchants, manufacturers, producers of goods, sellers of goods, and the artisans who actually make the goods?—Yes. We have all three classes in our association.

55694. Since you gave your evidence two years ago—when, on the matters we have been referring to, in identical with the evidence you give to-day—have you found, either in discussion, or through the Press, or in any manner whatever, that any members of your association, to whatever of these classes they belong, have dissented from any part of your evidence?—I have not.

Cross-examined by Mr. BARONET BOWEN, M.C.

55695. When you say you are here speaking for the Dublin Industrial Development Society, your evidence with regard to Windsor chairs and textiles from Cork, of course, is individual evidence, and not general evidence?—It is individual knowledge.

55696. It does not affect those thousand manufacturers?—Of course it does not affect them. I cannot speak of other men's business. I come here to tell you what I know as absolute solid fact.

55697. Do you know as an absolute solid fact that in the classification of 1892 the only wood covering all classes of furniture was furniture?—Yes.

55698. Therefore I take it that furniture would cover Windsor chairs if nothing else was said?—Yes.

55699. It would also cover deal furniture or mahogany furniture?—Yes.

55700. Though Mr. Sexton says that modification has been made in 27 different cases, are you aware

Jan 22, 1922.

Mr. Michael O'Don, M.P., representative of the Irish Industrial Development Association.

Adoption of the New Zealand railway system advocated by Nationalist and Unionist of the Irish railways approved. System of control.

The allegation that very few traders gave evidence.

Representative character of the Dublin Industrial Development Association.

Membership of manufacturers, traders, and artisans.

As vast and powerful a mass of evidence submitted as could be produced by any country. The Irish Industrial Development Association.

The members have not dissented from the previous evidence.

The modification of the classification in 1892.

Jan 31, 1906.

Mr Michael O'Dea J.P., representative of the Irish Industrial Development Association.

The modifications of the classification in 1902—viz.

The subsequent modifications made from time to time.

Rate for Wexford chairs reduced in 1900.

Usefulness of the Commission in disseminating information.

Steamer competition between Cork and Dublin.

The reduced railway rates to meet the competition.

The majority of the modifications recently made apparently.

Some of them in existence since 1892.

Mr. Michael A. Henes, J.P., representative of the Irish County Councils' General Council.

Previous evidence adduced in.

Unjustification and unfairness of the Irish railways.

The failure of the railway witnesses to make even a weak case against the proposal.

Large cases of evidence in favour.

The evidence of the Premier of New Zealand.

That those modifications were not all made in the year 1892, but have been made from time to time since?—I am not aware of it.

55701. Do you know with regard to the modification in the classification, which is open to everybody, from 1907, that chairs, Wexford and common, now in Dundee, is shown to be reduced from the 5th to the 3rd class?—I don't quite grasp—

55702. Do you know the classification?—I do.

55703. You know that in the classification there is a list of articles to be taken at rates other than those specified in the classification?—Yes.

55704. Do you know that in 1907 and since then chairs have been reduced to the 3rd class?—I heard Mr. Neale give evidence for the Great Southern and Western Railway.

55705. Do you know it was done in 1906, and adopted in the classification in 1907?—Yes; we have got it.

55706. If any stationmaster charged you upon the 5th class since that he made a mistake?—It is a charitable way of putting it.

55707. Is not this open to you, as you say you know the classification?—I know it now.

55708. You can read?—I would never have known it were it not that this Commission was sitting.

55709. You would not have known the classification as a trader?—How could I know the classification?

55710. Do you know it is open to the public, and can be got for a shilling?—Lots of things are open to the public that they don't know. Rate books are open to them, but nobody reads them or understands them, and nobody could understand them.

55711. You spoke of a steamer from Cork to Glasgow, thence to Belfast, and thence to Dublin; that is the same steamer?—Yes.

55712. Do you know that the railway rates from Cork to Dublin for those textiles are reduced in order to enable them to compete with that steamer?—We have nothing to do with the rate on those textiles. We purchase and contract for these goods delivered into our warehouses. We will take them in no other form. We get them in that way from Belgium.

55713. Colonel Hutchinson P.C.—I understood Mr. Browne to say that the modifications in 27 commodities had been made at different times. I just happened to take the trouble to look at some, including mineral waters, agricultural implements, blacking brush heads, confectionery, earthenware, glass, china, and I see that all of those in the 1906 classification are still at the old class rates. None of them are changed. Of course it is possible that the modifications have been made, as you say, in the last year.

Mr. Balfour Browne, K.C.—I have only got that

for 1906. I find that mineral waters are to be charged as 4th class for 5 per cent. over class C.

Colonel Hutchinson P.C.—That is right. Agricultural implements I see in 1906 are 3 X, the ordinary classification rate.

Mr. Balfour Browne, K.C.—Agricultural implements and machinery are class 2.

Colonel Hutchinson P.C.—All these modifications which I was under the impression have been in force for a great many years, apparently have all been introduced in a year and a half.

Mr. Balfour Browne, K.C.—Some of them have been in existence, as Mr. Section suggests, since 1892. We had better hand in a list with the date when they came into operation.\*

Lord Pirrie.—Exactly. That would be really very satisfactory.

Mr. Section.—There must be some misapprehension. We certainly understood—unquestionably I did—both from Mr. Tynan and also Colonel Piers that all these modifications were made at once soon after the statutory classification came into force.

Mr. Balfour Browne, K.C.—There were several. Colonel Piers (General Manager, Great Northern Ry. Co.).—These were the modifications made by the Irish companies separately from the general classification.

Mr. Balfour Browne, K.C.—I think a dated list would be useful.

Witness.—Of course, you must remember that all these consignments which I have given are dated 1906.

Lord Pirrie.—We quite understand that.

Mr. Browne, K.C.—Are you aware that the [only] most of the Railway Commission in 1907 in the Dublin Port and Docks case in reference to motion not appearing in the rate books contained this passage—

"Both companies had recourse to a system of reduction in charges by means of rebates which were sent in the sense that they did not appear in the rate books. Of course, in the present case that would really amount to reducing the rates. Mr. Neale says that the rebates given by his company were in the rate books since the application to this Court. As a matter of fact, this war of rebates appears to have begun with the Wexford Company. We think both parties were in the wrong, and that an injunction must issue to restrain them from carrying traffic at rates reduced by means of rebates to an amount different from what appears in the rate books."

Mr. Balfour Browne, K.C.—These were the rebates that have been already mentioned more than once.

Mr. Rowan, K.C.—I do not know whether this judgment has been read before?

Mr. Balfour Browne, K.C.—It has.

Mr. MICHAEL A. HENES, J.P., re-examined by Lord PIERCE (in the Chair).

55714. You propose to give evidence on behalf of the Irish County Councils' General Council?—Yes.

55715. You have given evidence already?—I gave evidence in March, 1907.

55716. You propose now to modify some of the evidence you gave then?—No. I have nothing to withdraw from the evidence I gave then, but I have some slight variations to make in one or two particulars, and I have something to add.

55717. But it is not fresh evidence?—It is not fresh evidence. It is merely a fresh view of the aspect of the question arising from the mass of evidence that was given since, and facts that have since occurred.

55718. When you gave evidence you put in certain statistics about railways, about rates, do you wish to modify them in any way?—No.

55719. Would you deal with the fresh points in your own words?—Dealing with the first and most important heading, the reduction and unification of the railways of Ireland I claim that the witnesses examined on behalf of the railway companies have utterly failed to make even a weak case against this proposal. The only consideration that could possibly be urged against it appears to me to be the interests of the shareholders, but nobody proposes to confiscate these interests in any way, and we are willing that they should receive, not only full value for their property but bringing measure. When I turn to the large mass of evidence in favour of unification, I select unhesitatingly the golden words spoken by the Right Hon. Sir Joseph

G. Ward, M.C.M., Premier of New Zealand, who, in the space of three short pages, conveys to us, in language so clear and explicit that to doubt its meaning would be to impugn his veracity, the story of the amazing prosperity and development of New Zealand, induced by the judicious administration of a system of State railways, designed with the utmost care to effectively protect the taxpayers' interests, and, at the same time, to develop agriculture, to foster education, to promote internal trade, to abolish the antiquated system of secret rebates and preferential treatment, to carry traffic at low rates, and by placing the small man on absolutely level terms with the big man to encourage and promote growing industries.

55720. Have you any further views as regards agricultural development in Ireland, because I propose you consider that that is the most important matter in Ireland?—Yes. Agriculture, the staple industry of Ireland, requires as much, if not more, fostering care than manufacturing industries, and, as a stay to emigration, we must clearly look to increasing tillage, for which there is ample room. If we take the figures quoted in Thom's Directory of the manufactures and shipping of Ireland, the tonnage of the sea at Europe we find arable Ireland, 18 1/2 per cent., France 32 4 per cent.

55721. Do the people in New Zealand get any benefit from the railways under State management in the development of agriculture?—Yes; the railways of New Zealand, in order to promote tillage, carry free on their system for a distance of 100 miles within certain areas. They divide the country into series

\* See Appendix, No. 13.



ness, and within these zones they carry lime free 100 miles for agriculturists. Compare the help given by the New Zealand railways to agriculture with the disadvantage under which agriculturists in Ireland labour as illustrated by the rates on dux, which is an important crop affording a great deal of employment, quoted by Mr. Harold Harbord, in Appendix 12 to Second Report. Mr. Harbord shows that the rates on dux in Ireland are such that a considerable portion of the flux required by manufacturers comes from Scotland.

55732. Have you anything further to say as regards the financial part of the railways? Do you wish to say anything about that now?—With regard to leases, and the existing rates!

55733. Yes!—We hold that the rates in Ireland are excessive.

55734. But you only hold that in a broad way. As regards lower rates you say that they would develop agriculture?—Yes, but I say it is not by any means satisfactory that the railway witnesses should come here and claim, in the first instance, that Ireland is prosperous and in a satisfactory condition whilst table D, put in by Mr. Tatlow himself in his evidence, shows that the increase on a comparison of the years 1884 and 1896 in the traffic in Ireland amounts to only £97,426, against over 30 millions in England. Of course I don't wish to make a comparison with England, but take Scotland, a country with practically the same population as Ireland, and a country in which, as far as I can gather from the evidence of Mr. Tatlow himself, the rates are considerably lower than they are in Ireland or England—

55735. There is a large mineral traffic in Scotland which you have not put in Ireland?—In Scotland the increase in the same period has been nearly four millions as against £97,426 in Ireland.

55736. Mr. Stenton.—With about the same railway mileage?—Yes; and I say that the increase which appears to satisfy the railway witnesses, is not a satisfactory increase; and I further say, with regard to the finance of the question, that the railway witnesses appear to assume that if the rates in Ireland be not reduced the rates in England, if they are able to show that then that must be regarded as satisfactory, but I would point out that the average cost of a line of railway in England is £45,000 a mile, while the average cost on the Great Southern, say, is £11,125 per mile, and the earnings of the English railway have to pay interest and dividends on the capital of £45,000, whereas the Irish railways have only to pay on a capital of £11,500, so that the rates in Ireland should not be in the same proportion as the rates in England, and if you take equal railway rates to those in England and ask the manufacturers to pay high prices for coal and iron as they must necessarily do, you cripple manufactures.

55737. We have had evidence, and it is not contradicted by the railway companies, that the railways in this country have cost very much less per mile. Therefore we are all agreed on that?—I deduce from that that as they cost so much less per mile the rates ought to be, I won't say less in direct proportion to the cost of the lines, but I say that the rates ought to be very considerably less.

55738. And the majority are less?—Yes; they have everything in their favour in that regard.

55739. Except the volume of traffic?—In fact, in my proof here I speak of a comparison as between the working of lines in Ireland with regard to these rates.

55740. Mr. Stenton.—So far as a comparison between Irish internal and English internal rates is concerned, England being a country which has reached the highest point of development already and Ireland being a country that is very undeveloped, agriculturally, and totally undeveloped in manufactures, would you say it is obvious that much lower rates are required in Ireland?—Absolutely obvious.

55741. Lord Power.—Have you anything to say as regards the number of Boards, and that sort of thing?—You still want to confirm that?—Yes.

55742. Do you consider that such a number of Boards are detrimental to the interests of the working of the railways?—And not alone the number of Boards but the fact that these Boards do not work harmoniously with each other, and do not promote traffic through the country on reasonable terms. I think the evidence of Mr. Reid as to his difficulties with the Great Southern Company with regard to through rates on the Waterford and Limerick system on the con-

struction of the New Ross and Waterford extension amply illustrates that point.

55733. Is there anything you would like to add about the Waterford extension not being used for the development of traffic?—Sir Joseph Ward in his very interesting evidence has stated that he experienced some difficulty in inducing his colleagues to consent to reductions in passenger fares amounting to between 40 and 50 per cent., and they recovered their income inside 12 months. In seeking for some confirmation of the principle that a large reduction of rates does not necessarily mean curtailment of income, and that low rates do not necessarily mean loss of income, I take the case of the Dublin and South-Eastern Railway Company, and I think Mr. Reid's evidence as to the difficulties of his company is very instructive. I gather from it that though many people may look upon the Dublin and South-Eastern Company as an impetuous company in serious difficulties, and possibly from that may deduce the conclusion that it is a badly managed line, I say that a study of the Dublin and South-Eastern case will show that, but the Great Southern, it is the best managed line in Ireland, and that it does better for its shareholders in proportion to its capitalisation than any other line; because every commercial man knows that one of the most serious evils in the commercial world, and what leads to more failures and more difficulties than anything else, is the over-capitalisation of an enterprise.

55734. That line is over-capitalised, in your opinion?—The Dublin and South-Eastern railway cost £81,079 per mile. A glance at the map will show that it runs along the sea coast, and is fed practically from one side only, and the other side is largely the sparsely populated county of Wicklow, in which there are no large towns and no important harbours.

55735. That is why you think it might serve the Great Southern?—Yes; and between Bray and Wicklow it has to spend a large sum in protecting the line from the sea—

55736. Mr. Relfour Browne, &c.—That is not included in the capital cost of construction?—It is not.

55737. Lord Power.—That has been given so fully by Mr. Reid that I don't think we need follow it up now!—Taking all these difficulties into account, they have within the past year succeeded in paying £38,000 for interest on guaranteed stock and rent, and £38,000 interest on debenture and preference stock, and have carried over £10,000. They have paid no interest on their ordinary stock, but if you take the Great Southern, and if you capitalise the Great Southern on exactly equal lines with the Dublin and South-Eastern, and take the divided profits and apply it to paying interest on that increased capital, the Great Southern would not only fail to pay a dividend on its ordinary shares, but would fail to provide more than half the money sufficient to pay a dividend on the preference shares, notwithstanding the fact that the Great Southern has very much higher rates than the Dublin and South-Eastern, and runs through a fertile country, with a subsidy for the carriage of the American mails, and with big military stations on the line. So if high rates really meant a profit, the Great Southern would have divided the last half-year at the rate of 7 per cent. instead of 4½.

55738. As representing the County Councils, a subject which you have really got to bring before us is the view, given on page 15 of your proof, that you consider the Irish County Councils should be granted legal powers to appear at certain inquiries?—Yes.

55739. Have the County Councils passed a resolution on that point?—Yes. "That the Irish County Councils should be granted legal status to appear jointly or severally, and to be represented by counsel at all inquiries, legal or Parliamentary proceedings, affecting Irish railways."

55740. You take the view that they should have these powers because the County Councils are responsible for the welfare and the development of the district, and that it is their duty to look after the interests of the traders in connection with that?—Yes. We say, taking the present proceedings of the Commission as a case in point, that the railway companies appear here at very large cost, represented by the most eminent counsel, and there is no objection to the cost being laid upon the shoulders of the shareholders. We say that the General Council of the County Councils, representing the ratepayers of Ireland, should have equal facilities for employing counsel, and should have equal power to lay the cost of those proceedings on the

Jan. 15, 1909.

Mr. Michael A. Keefe, &c., representatives of the Irish County Councils' General Council.

The effect on revenue of a large reduction of rates.

The case of the Dublin and South-Eastern Railway Co.

That Co. said to be proportionately doing better for its shareholders than any other.

The evil effects of over-capitalisation.

Cost per mile of the D. & S. E. Ry.

Poverty of the district served.

Expenditure consequent on coast protection.

The guaranteed interest paid in 1908.

No dividend on the ordinary stock.

No dividend on the ordinary stock.

No dividend on the ordinary stock.

No dividend on the ordinary stock.

No dividend on the ordinary stock.

No dividend on the ordinary stock.

No dividend on the ordinary stock.

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No dividend on the ordinary stock.

No dividend on the ordinary stock.

No dividend on the ordinary stock.

No dividend on the ordinary stock.

Jan. 28 1906.

Mr. Michael A. Ryan, cny. representative of the Irish County Councils' General Council.

The question of legal powers being granted to the Irish County Councils to appear before certain inquiries—see

Reasons why certain provisions of the Light Railways (Regulation) Act of 1894 should apply to Ireland.

The mineral rights of Ireland should be vested in the County Councils.

The effect of reductions of rates on development of industries.

The law rate for grain in D. & S. E. line.

Decrease in the average water crops in Ireland during ten years.

Mr. Taylor's allegation as to the small number of traders who give evidence.

shoulders of the ratepayers; because, taking both cases, the railway companies appear for the benefit of the shareholders, and the General Council would appear for the benefit of the ratepayers.

55743. You also consider that the provisions of the Light Railways Act of 1894 should apply to Ireland?—Yes, they should be extended to Ireland for this reason—at present there are light railways in Ireland guaranteed by these bodies, who have the pleasure of paying in the event of the railways not paying a dividend—

55742 Mr. Sexton.—A very frequent event?—A very frequent event; and they have absolutely no control.

55743. Lord Pirrie.—In some cases they have got members on the Board?—That may be; but at the same time I mean as County Councils they have no control.

55744. Have you anything to say about the mineral rights?—Yes. The Land Act of 1903 imposes a very serious liability upon the County Councils of Ireland, as the raising authority, to provide any arrears of instalments by tenant purchasers; and the County Councils of Ireland have never repudiated that liability. They are absolutely intended to stand by it, and they don't repudiate it, but it is a heavy liability laid upon the County Councils; and we say that as a small return for that, the mineral rights of Ireland should be vested, not in the Land Commission, who are already overworked, but should be vested in the County Councils of Ireland. The County Councils are the bodies that are charged and are interested in the development of the districts, and we hold that the mineral rights of Ireland should not be allowed to be paraded with at present, some of them for very small sums, to speculators.

Mr. Balfour Browne, K.C.—This is getting rather beyond your province.

55745. Lord Pirrie.—I think so. Better keep to the general subject?—The reason this appears in my proof at all is that it formed part of the resolution which I refer to. I would not have included it at all only for that.

Examined by Mr. SEXTON.

55746. It has been suggested by the railway companies that low rates may be fatal as agencies of development because a low 4s. 6d. rate for grain on the Dublin and South-Eastern Railway did not increase the area of corn grown in certain counties. Was not it the fact that that 4s. 6d. rate followed upon a lower rate of 3s. 1?—Yes.

55747. It is obvious, then, that a 4s. 6d. rate following upon a 3s. rate is not a developing influence?—Certainly not.

55748. But, even aside from that point, I find in the official records, that the total extent of land under crops in Ireland in the last ten years or so has fallen by nearly 300,000 acres—barley diminished by one-half, oats by one-fifth, wheat by one-third. If, as it is stated, the Counties of Wicklow and Wexford maintain their growth of these cereals under a 4s. 6d. rate would not that suggest that the lower rate helped to save these counties from the depression prevalent elsewhere?—Certainly we hold our own; and of all the towns in the south of Ireland the town of Wexford is, perhaps, the most prosperous industrial centre we have. We are satisfied that we hold our own. Other towns in Ireland are going down. We hold our own, and increase slightly.

55749. Are you personally concerned as a large producer?—No.

55750. Do you pay rates on goods at all?—Not now. 55751. But you are as assistant commissioner, as member of the General Council of County Councils, and otherwise, with traders?—Yes, I may say, on the subject of traders, that Mr. Taylor has stated that few traders have appeared here to give evidence. Well, I plead guilty to being a member of a County Council, but though I am not in trade at the present moment, I have twenty-eight years' experience of trade in heavy goods.

55752. Personal experience?—During a period of twenty-eight years I never gave myself one week's holiday from my business; and for twenty-eight years I had personal experience of traffic in timber over the railways in my district, and I could give abundant evidence of matters that happened eight or ten years ago, and that I know of pertinent to the question.

55753. In addition to being a representative of traders you have also had direct personal experience of trading yourself?—Direct personal experience. In

fact on more than one occasion I have been obliged to fight trade battles locally with regard to rail transit.

55754. Very well. Now the salient proposition by you, as spokesman of the General Council of County Councils and Borough Councils of Ireland, is that the entire system of railways should be unified, and the administration put into the hands of a body of highly trained experts, subject to the general control of an authority elected by the Irish people?—Yes.

55755. And you pledge yourself, and those for whom you speak, that they are willing, if the Imperial credit is applied to the financing of the question, not only that the net income of the amalgamated railways but that the rates of Ireland, should be liable for any deficiency from year to year in providing the charge of the loan?—That is so; and we claim that the body which would control the railways of Ireland, the County Councils of Ireland, being the ratepaying authority, and the people who would be responsible for the income of the railways should have a dominant voice.

55756. The point which I wish to emphasize at present is, that if the Imperial credit is in any manner applied, whether by issue or by guarantee, to the implementing of the finance, you are not only willing, but you formally pledge yourself as the spokesman of the ratepayers of Ireland, that the rates of Ireland may be made available to guarantee the annual charge of the loan?—I formally pledge myself to that on behalf of the General Council.

55757. Now two years have passed since you gave that pledge, before?—Yes, nearly two years.

55758. How is your General Council constituted?—The General Council is constituted of representatives from the majority of the County Councils of Ireland. Six Councils in the North of Ireland seceded from the General Council some years since on account of a political debate which took place at a meeting of the Council.

Mr. Balfour Browne, K.C.—Seven, I think—Well, seven.

55759. Mr. Sexton.—Upon a political matter?—Yes.

55760. Upon a matter neither involving nor implying any difference on the present question?—Absolutely none, and I may say that in giving any evidence recently I expressed a strong hope that the representatives of those Councils would return to the General Council, and I still cherish that hope. I see no reason why they should not return and take their part with their brother Irishmen as matters relating to the development of the country and the general benefit of their joint motherland.

55761. Mr. Ascroft.—Have you taken any steps?—Not beyond expressing a hope.

55762. Nothing has happened?—Nothing has happened.

55763. Do you remain hopeful?—I remain hopeful. Lord Pirrie.—But they have a right to come back if they like.

55764. Mr. Sexton.—It is open to them?—Absolutely open. Several members of the General Council have expressed a wish that they would return.

55765. How many County Councils and Borough Councils are now affiliated to your General Council?—

55766. Mr. Brown, K.C.—27 and 21—(Without) 27 and 4.

55767. Mr. Sexton.—27 County Councils and 4 Borough Councils?—Yes.

55768. For whom you speak?—Yes.

55769. And each of those Councils is represented by two delegates upon your general body?—That is so, in fact, more. One or two of them are represented by more, because the vice-chairmen and chairmen are ex-officio members.

55770. Were you nominated unanimously by the General Council?—By the Executive Committee of the General Council.

55771. Nominated unanimously?—Yes.

55772. Now two years have passed away since you pronounced for a certain solution, and pledged the credit of the rates if necessary. I want to ask you this. During those two years, your General Council having frequently met, and the County Councils and District Councils and Urban Councils having met every month or oftener, has there been any evidence of discussion, or in the Press, that any Council or ratepayer has dissented from your propositions in this respect?—Absolutely none to my knowledge.

55773. I think you have given particular attention to the finance of the question?—I say with regard to the finance of the question, on the assumption that

we are getting the use of British credit, that there is no special difficulty to be anticipated in regard to guaranteeing the purchase of Irish railways. But when I say British credit, I mean genuine British credit. I do not mean that type of British credit that has been given to Ireland in the shape of Land Stock for land purchase.

55774. Have you noticed some propositions advanced by Mr. O'Connor, chairman of the Congested Districts Board, in a statement furnished to the Commission?—No, I cannot say that.

55775. I should like to consult you on that subject. Mr. O'Connor lays down three propositions. He says first that if there were a united system of railways under public authority in Ireland the first effect would be that they would reduce by an average of 25 per cent. all the fares and all the rates—first, second, and third class fares, single fares and return fares, and even cheap holiday fares—and all the rates, the import rates as well as the export and internal rates, and that the result would be a deduction of a million per annum at once from the gross revenue. Do you see any financial sense in such an anticipation?—Assuming that British credit is generally given to us, I should place the reduction that I anticipate as a saving by unification at about half a million per annum.

55776. Now, Mr. O'Connor, in the second place, contends that when that million had been taken off the gross receipts it would then be necessary that the present gross receipts should be doubled before you could secure again the present net revenue, because he says in proportion as the receipts mounted so would the expenses mount, so that if the receipts, instead of three millions, became eight millions, the working expenses, instead of being as they now are, 5½ millions, would be about 6½ millions?—I do not agree with that view at all. I do not think any commercial man accustomed to run a commercial concern would agree with that.

55777. It is a unique view?—I never heard any view of that type seriously put forward before.

55778. Is not it obvious that if railway carriages, now half empty, were pretty well filled by reason of low rates, and if waggons that have loads averaging only 15 cwt. of perishables or 2 tons of merchandise were more fully loaded, you might pretty nearly double the receipts with very little increase of the expenses?—I think it is an axiom of manufacturing industry that machinery should be kept running even at a very small profit, and I think that applies to railways also, and I see no reason to suppose that the expenses would increase in the ratio that you say Mr. O'Connor has stated they would.

55779. Mr. Stokes.—If the experience of other countries were reproduced in Ireland, and if the lowering of rates and fares had the effect of a general expansion of traffic where traffic is now sparse (whether of passengers or goods), does it not appear that the increased income in such a case would be in vastly greater proportion than the increased expense?—I say so, and that is the point I make with regard to the development of the South-Eastern Company. They unwillingly, perhaps, have been obliged to reduce their rates very considerably, and yet, in spite of that, they have not less transport in proportion to population than the competing company.

55780. Mr. O'Connor submits a third proposition. I notice that some of those who are opposed, for whatever reason, to the establishment of a public system of railways appear to be very anxious to prove that such a system will lose, cannot save, must lose on any head. He says there would no saving if the system were audited, but rather a loss. Now, as Mr. Twiss, who, in his first examination, criticised the financial scheme of another witness, declined a couple of days ago to discuss the purchase question, or give evidence upon it, the position is that the companies are silent on that question. The companies tender no evidence. We are quite unaware whether they are opposed to it in principle, or whether they are favourable to it in principle, or whether their attitude has simply arisen to the matter of price. That being so, I should like to ask you a few questions upon the possibility of saving by a public system. Do you know that the Act of 1844 provides that any line may be bought at twenty-five years purchase of the net annual receipts of the last preceding three years?—I am aware of it.

55781. With a right on the part of any company

to refer to arbitration on a plea of better prospects?—Quite so.

55782. Now, you may take it from me that the average annual net income of the Irish railways for the three years ending 1907, which was a good year for them, was about £1,640,000?—I took £1,620,000 in round numbers in making my calculation as being the figure.

55783. Twenty-five years' purchase of £1,640,000 is £41,000,000?—Quite so.

55784. Now, it is evident that certain expenditures must be provided for, and certain allowances must be made. The rolling stock is deficient, and the branch lines are in an inferior condition. Branch line guarantees must be extinguished, and certain non-dividend paying stocks would have to be compensated. Now, I suggest to you that, as a part of the capital operations at the outset, half a million might be provided for additional rolling stock, half a million for bringing poor lines to a good standard; a million for extinguishing guarantees, which would be ample, in addition to the capital value of the Treasury 1½ per cent. stock, say, half a million for non-dividend paying stocks, which would be a liberal allowance. Now, if you add all these to the 41 millions, and add, moreover, the margin—very liberal, I think—of four millions for possible contingencies of arbitration (10 per cent. on the purchase money), that would come to a total of 48 millions. Now, your formal official pledge that the rates of Ireland, as well as all the surplus revenue of the railways, would be available to secure the capital seems to me to be reasonable to infer that a Treasury guarantee, or even a Treasury loan, would be available at 3 per cent. for the purpose?—My own calculation is that if we obtain genuine British credit, the average price of Consols during the past five years has been 88-4, I think, and on that basis the capital ought to be provided at 2½ per cent.

55785. Yes?—But there will be the outside figure.

55786. Very well. With all the allowances and additions I have mentioned, and 25 years' purchase of the average net income, the annual charge for interest then would be £1,440,000, leaving more than a quarter of a million surplus out of the present net revenue of £1,700,000?—Yes, quite so, to which should be added the saving of Parliamentary costs, which would be in itself a big item.

55787. Now, if additional rolling stock and improvement of inferior lines were provided for in the capital operation, have you any doubt that there would be a considerable saving then in the working expenses of the future?—Of course, that is so much added to your prospects of success when you purchase the lines.

55788. Capable experts acquainted with the systems of the Irish railways generally, have stated that a reduction of ten per cent. might be made in the working expenses in the event of unification. Putting it at a still more modest figure, would you say that when the rolling stock and inferior lines are provided for out of capital a minimum saving of at least five per cent. might be made on the working expenses?—Yes; I think five per cent. would certainly not overstate it.

55789. That would be £125,000, which, added to the quarter of a million saved by purchase, would produce a sum approaching £400,000 a year. Now, are you aware of the important evidence given by Colonel Piers as to the effect of reductions of rates given on his system (which comprises, I think, a fifth of the Irish railways), amounting to an average of 6d. per ton on merchandise, or £25,000 a year, which led, in the judgment of the company, to very satisfactory results on the total traffic?—I have no doubt whatever that it would do so.

55790. Are you aware of the evidence of Sir Joseph Ward with regard to the New Zealand railways—very far away from the Great Northern Railway, but to the same effect—that they had given reductions of rates on the railways in New Zealand amounting to three-quarters of a million, spread over a series of years, and that the effect of that total remission of three-quarters of a million, spread over a series of years, had been not only satisfactory, but had given an enormous development to the traffic of the country?—Yes, I am aware of it. I have read Sir Joseph Ward's evidence with the greatest pleasure.

55791. Do you remember his very striking evidence that having maintained higher rates upon railways in one part of the country after lower rates had been applied in other parts, the effect of the higher rates

Jan. 28, 1909.

Mr. Michael A. Haas, J.P., representative of the Irish County Council General Council.

President of the Act of 1844 as regards purchase of the Irish Railways.

Average annual net income of the railways.

Estimated cost of purchase.

Suggested rate of interest for a Treasury loan.

Estimated saving in Parliamentary and working expenses.

And reduction in working expenses in the event of unification.

Col. Piers's evidence as to the satisfactory effect of reductions of rates on G. N. (I.) Ry.

Sir Joseph Ward's evidence as to the effect on New Zealand railways.

Jan. 25, 1909

Mr. Michael A. Hayes, J.P., representative of the Irish County Councils' General Council

The proposed nationalisation of the Irish railways

The reduction in rates on Great Northern (L) Railway

Estimated saving in Parliamentary expenses

Legal cost of the entire railway system in New Zealand

Attitude of the County Councils as regards the protection of local industries

The finance of an unified system

No demand on the rates would be necessary

The Treasury to be ultimately responsible for the purchase money

But the debt to be primarily guaranteed by the railways and the rates

No failure of the rates in Ireland would affect the question of guarantee

The Treasury would not demand any loan from the Local Guarantee Fund

Particulars of the Guarantee Fund

was to wither industry in the district where they were still in force?—Yes; I have noted that, and underline it.

55792. Now, if £223,000 a year in reductions produced those remarkable effects on the Great Northern and if three-quarters of a million in reductions, spread over a series of years, produced such enormous development of traffic in New Zealand, do you think that the surplus of three to four hundred thousand pounds a year in Ireland would enable a most effective beginning to be made in the policy of developing traffic by reduction of rates?—I have added to that £209,000 a year which you have arrived at £109,000 for savings in Parliamentary costs, and in that way I arrived at the half million I spoke of.

55793. I was less sanguine, because I was including Parliamentary costs and everything in that 5 per cent. saving on working expenses?—Sir Joseph Ward says that the Parliamentary and legal costs of the entire railway system since its inception have amounted to £38,000,000.

Mr. Acworth.—He has guessed that figure, and there are no figures available from which anybody could make that out.

Mr. Scruton.—I have such respect for the ability of the legal profession that I have little doubt they would find occasion for legal costs, even under a unified system.

Mr. Bowen, &c.—Thank you, sir; it was a most appalling prospect.

55794. Mr. Scruton.—Now, does it appear to follow from the evidence just given that an effective beginning could be made by means of a public unified system, in applying a large and general reduction of rates to those branches of Irish trade and industry which most require it, and that this might be done without any risk of loss, and without any occasion for a drain upon any public fund?—I believe firmly that to be so, and I may say with regard to the attitude of the General Council on that point that our position is this, that we do not seek to bolster up industries in Ireland at the expense of the rates. We should not be doing our duty as County Councils were we to do so. We do not seek to injure the consumer by protecting local industries against competition from overseas, provided that the competition is on fair and equal terms.

55795. The effect of your evidence is, that while you are willing to pledge the rates, you are absolutely confident that the finance of the system could be so managed that no demand upon the rates would be necessary?—That is our belief.

Examined by Mr. Acworth

55796. I won't, of course, deal with any argumentative point, but I should just like to understand the views of the important body you represent on one or two matters. Your proposal, as I understand, is that the English Treasury is to be ultimately responsible for the payment of the debt?—That is so, guaranteed primarily by the railways of Ireland themselves, and secondly by the rates of Ireland.

55797. The British Treasury is to be ultimately responsible?—Ultimately responsible, but amply secured in the way which I have stated.

55798. In your view amply secured, but ultimately responsible?—Ultimately responsible.

55799. If the security were not good—a very improbable contingency, let us suppose—then the British Treasury would have to find the money?—As a matter of fact they find the money in this way, and they find it in a very simple manner. Ireland receives a large sum in the way of grants.

55800. Do not let us get into a long discussion. You and I might possibly disagree as to the probability of its falling on the British Treasury?—Quite so.

55801. But if the railway revenue of Ireland and the rates of Ireland did not produce it then—never mind whether that is a likely thing, if that happens the English Treasury would have to face the demand of the bond-holders—wouldn't it?—No, for this reason, that they have not to collect from the rates of Ireland for this purpose. The Treasury simply stop it from the moneys that are payable to Ireland. The Treasury stop the amount necessary. They have it in their own hands. They have the money in their hands, and no failure of the rates in Ireland would affect the question. They simply stop from the Guarantee Fund a sufficient sum to cover the liability.

55802. What do you mean by the Guarantee Fund?—Take my own County Council for example. We

receive about £40,000 a year in Government grants. The death duties come first, and the various grants that are made for various public purposes. In the case of land purchase loans are charged up on the Guarantee Fund, and I propose that there should be a similar state of things with regard to the railways, and the Treasury would simply stop the money in place of requiring to collect it.

55803. Then your answer is that the Treasury would have to find the money to pay the railway bond-holders, but would be able to pay it out of the fund that the Treasury have with regard to Ireland?—Quite so.

55804. But the point is that the Treasury would remain responsible to the bond-holders?—That is so.

55805. Very well, we quite agree on that. On the other hand you do not suppose that the English Treasury or anybody representing the British Treasury should have any control whatever over the management of the Irish railways?—I have not put in a formal proposal as to the constitution of the body, but I myself did formulate a tentative scheme for a body, and on that body the Treasury is represented.

55806. Then you did suppose that?—Certainly.

55807. Because I understood from your evidence that you proposed to give them no representation?—I proposed to give the Treasury representation on the body that would be formed.

55808. In your view it would be fair, if the Treasury takes any responsibility, that the Treasury should have some means of control?—That is so, and in the tentative scheme that I drafted I gave the Treasury representation.

55809. I am glad I asked, because I certainly understood from you the opposite. Now there is another point that I want to clear up. Lower rates you say are required?—Yes.

55810. Now, the railway companies at present tell you, of course, that if they could get more net income by reducing their present rates they would like to do so, and, of course, we agree that it would be a benefit to the public to get lower rates?—That is so.

55811. And if the railway companies could make more income out of it it would be a benefit to them?—That is so.

55812. They do not reduce them at present because they think they would get less net income. Of course they may be wrong?—That is so.

55813. Now, suppose a State authority reduced the rates, and it turned out that there was less net income, the money would have to be found by the Irish ratepayers—wouldn't it?—That is so.

55814. Now I want you to tell me do you think the Irish ratepayer would desire that. It is quite possible that it might be good policy, but do you think that the Irish ratepayer would desire to reduce the rates even if that meant putting a burden on the ratepayers?—No, I do not believe that the ratepayer would be satisfied, nor do I believe that the body which we propose should control the railways, which I claim should be dominated by the County Councils as the ratepaying authority, would sanction such a scheme. Our proposal would be to make all reductions that would be possible on sound commercial lines.

55815. That is quite what I wanted to get from you. You do not suggest that it would be desirable that this new authority should reduce the railway rates except out of the surplus railway net income?—No.

55816. You do not think it would be desirable that the ratepayers of the country should have to pay rates in order to reduce railway charges?—Certainly not. I may say this, that I think the body controlling the railways would try to effect a reduction of rates, and would take the risk for a season or so of a possible loss in the hope of making the thing pay, but if they thought it was necessary to restore the former rates I have no doubt whatever that they would do so.

55817. And if it did not pay they would have to put them up again?—If it was necessary, but I do not anticipate that.

55818. They would have to put them up again, as has been done on a good many State railways at different parts of Europe in the last few years?—But I may say this, we are trying to view the matter from a totally different standpoint from that of the railway witnesses. I understand from Mr. Tallon's evidence that he claims that it is to the advantage of Ireland to increase the imports. The cross-Channel

imports into this country seem to him to be a balance of advantage to Ireland. Now, I cannot see it in that light at all; on the contrary, it is the exports we want to foster, not the imports, and our scheme is that imports, while not penalised by any protected duty, should not come into this country unless on fair and equal terms with the internal trade of the country.

55821b. You want to foster exports?—Yes.  
55822. How do you expect to get paid for them? How is the payment to come back to Ireland?—Well, the balance is against us at present.

55821. Well, I won't go further on that point. That is too large a question, I think. You have got off from my point which I wanted you to tell me about. You have spoken about the traffic in New Zealand?—Yes.

55823. You know that in New Zealand during a great part of its history the rates have been so low, or, whatever has been the reason, the net receipts of the railways have not been sufficient to pay the railway debt, and the people of New Zealand have had to pay it out of general taxation. You know that, of course?—Sir Joseph Ward stated that they did pay  $\frac{3}{4}$  per cent.

55823. In the last year or two they did, but for a long period they paid only 1 or 2 per cent., and they did not pay the total interest on the debt!—The railways of New Zealand, according to his evidence, are at the present time in a sound dividend paying condition.

Mr. Ascroft.—I am not in the least denying it.

55824. Mr. Searles.—Did he not say that the railways were deliberately managed on a policy of not producing more than about 3 per cent. on the capital?—Yes, and they pay  $\frac{3}{4}$  per cent. now.

55825. Mr. Ascroft.—They have carried out their policy with great success because they have only produced one or two per cent., and the balance has been met by general taxation. You would not like the Irish people to have to do that?—Yes, Irish rates are actually applied in some districts at present for light railways.

55826. The ratepayer has got tired of that of late years?—Yes, but I wish to make it clear that while I do not want to place a burthen on the ratepayers' shoulders I do not lead myself that there might not be an exception to that rule in specific cases.

55827. I quite understand your view, it is perfectly logical, and I wanted to get it as clearly as I could. Just one other thing. There is a paragraph here on page 15 in which you say we claim that over-sea through rates should be based on the sum of the locals. Now I want to be sure that you and I quite understand the same thing by those words. For instance, if a man wants to send a truck of stone out to sea, say, Galway to Norfolk, there is to be a local rate to Dublin charged, and then the local rate from Dublin to Holyhead, and then the local rate from Holyhead to Norfolk?—Yes.

55828. And that local rate presumably would be higher than the existing through rates?—Yes, I take it to be so.

55829. Is that what you want, that the rates for cattle from Ireland to Norfolk are to be put up to the sum of the locals?—We say that the through traffic—the inward through traffic—should be fixed on the sum of the locals.

55830. The inward through traffic?—Yes.

55831. Suppose a man wants to send stuff from Birmingham to Galway he is to pay the local rate to Dublin, and then the local rate from Dublin to Galway?—Yes.

55832. Now take it the other way?—It is to the advantage of the English consumer.

55833. Do not let us discuss whether it is right or wrong; I only want to understand. That is the reduction of a very important body, and I want to understand what it means. Does it mean what it says?—We believe that it does.

55834. Suppose a case of sending hardware from Birmingham to Galway—that would make it more expensive?—It would. I assume it would, but mind I say that at the same time, that Mr. Tallow has been a very great pain, before the Commission here, to show, and with, I must say, a very considerable degree of success, that it is absolutely impossible for anyone outside the railway ring to ascertain whether a railway rate is or is not higher or lower. Therefore I cannot get the information as to whether they are higher or lower.

55835. Without going inside any railway secrets it is quite easy for a local rate from Birmingham to Dublin to be 70s., and the local rate from Dublin to Galway to be 40s., which makes 110s., and if the through rate from Birmingham to Galway be 100s. the sum of the local rates is more than the through rate. That we can all see?—Yes.

55836. Now, we know that as a rule the sum of the locals is higher than the through rates, and now you say that you want that stopped in the case of hardware from Birmingham?—We want the Irish railways unified.

55837. Take your own statement, that over-sea through rates should be based on the sum of the locals?—Yes.

55838. That the through rate from Birmingham to Galway is to be the sum of the sum of the locals, that is 110s.?

Mr. Searles.—Or perhaps to have the local rates reduced.

55839. Mr. Ascroft.—Well, of course that is another way of putting it?—We have complained here all the time of the enormous and excessive character of local rates and terminal charges; I have put in before the Commission recently the case of a local terminal charge of 13s. 10d. on a wagon of manure for three-quarters of a mile.

55840. It is a pity to go into these things. I want to get this question finished, so try to stick to the point. You told me that you want through rates based on the sum of the locals?—Yes.

55841. You do want that the through rates should not be lower than the two or three locals added together?—Through rates for, I may say, manufactured goods. We do not say we want that for raw material or for produce.

55842. Now I understand. It comes to this, that it is for manufactured goods, and of course it does happen accidentally that the Irish articles are mainly not manufactured goods, and that the English mainly are. That is an accident?—Well, I don't know that.

55843. All right, I will leave it at that?—But may I say this with regard to the sum of the local rates being the through rate. The Great Western Railway recently proposed through rates based on the sum of the locals on the Dublin and South-Eastern lines, and the Dublin and South-Eastern Company, for what reason we can only assume, possibly in the interests of the London and North-Western, vigorously resisted through rates based on the sum of the locals.

55844. Do not let us get into all that. As a rule a trader does not object to a through rate that is less than the sum of the locals. A railway company might object because it reduces the railway company's proportion, but the trader has not generally objected to a rate being reduced. He likes to get it as low as possible!—The same principle that I have spoken of already applies there. The railway witnesses and the railway managers look upon it as desirable that imports from England should grow and expand. We do not; we want to foster the internal trade of the country.

55845. Should I be correct then if instead of saying, as you say, as representing your body, over-sea through rates should be based on the sum of the locals, but what we ought to understand by that is, that the rates on over-sea manufactured products ought to be based on the sum of the locals?—Yes.

55846. Damaged carpets are a manufactured product?—Yes.

55847. Would you make through rates based on the sum of the locals for Damaged carpets or let them go to England on low through rates?—I would give fair play to everybody.

55848. That is to say you would put up the rates on Damaged carpets?—If it means putting them up. But while I say that, I have already said that we claim that the local rates are altogether too high, and in fact our desire is to see the local rates brought down to the level of what I may call the through rates; in fact what we say is this—We do not want a system based upon what Mr. Tallow calls the secrets of the trade, a system that he himself has been at pains to show that nobody outside the railway ring can understand.

55849. I think that is a little wide of my question. I have only got one other question to put to you. You say that over-sea through rates should be based on the sum of the locals?—And the locals reduced.

55850. Do you think that the internal Irish through rates should be based on the sum of the locals?—Well,

Jan. 26, 1892

Mr. Richard A. Searles, M.P., representative of the Irish County Councils' General Council.

The question of over-sea through rates

Usually less than the sum of the locals

Complaint as to excessive local rates and terminal charges

Respect attempt of Great Western Company to average through rates with Dublin and South Eastern Company

The expansion of export trade hampered by through rates

The through rates for manufactured imports should be based on the sum of the locals

The local rates excessive and should be reduced

The imposition of artificial through rates

Jan. 28, 1908.

Mr. Michael A. Smith, C.B., representative of the Irish County Councils' General Council.

The composition of regional through rates—see

Where rebates, large local rates, and agricultural freights are unknown

The percentage of traffic carried at through rates

No modification in rate required that would appreciate any article to the consumer.

Reduced local rates asked for and could be given without any loss to the railways.

Validation of the railways.

Contribution of the proposed Board of Control

through rates I should say, on all lines, are more or less guided by distance.

55851. Now, I want you to deal with the precise point. You have said over-sea through rates should be based on the sum of the locals. Now I want you to tell me would you apply the same principle to internal through rates in Ireland?—Yes, I should precisely like, if possible, to abolish what you would call local rates and to carry all traffic on the same basis as they do in New Zealand. They carry, in New Zealand, 10,000 tons, or two tons at the same rate, and nothing but Parliament can alter it. There is no such thing as secret rebates; there is no preferential treatment of the big man over the small man.

55852. But that has nothing to do with my question. I do not want to discuss New Zealand. Do I understand your proposition to be that all rates should be based on the sum of the locals?—Yes. It follows as a corollary to my reply that I want the locals brought down to a reasonable figure.

55853. But at the same time you have told me that you are not prepared to bring them down to a point that would make the railways cease to pay?—Mr. Tailor's evidence again.

55854. Never mind Mr. Tailor's evidence. But you state you are not prepared to bring down the rates to a point where the taxpayer would have to pay?—I did, and I do not think there is anything inconsistent in that with the answer I have given now, because Mr. Tailor stated, as I understand, that the local rates were only 20 per cent. of the whole. I think he said 30 per cent. were carried on through rates.

55855. I think you are making a confusion between special rates and class rates?—I am very much obliged.

55856. Mr. Sexton.—You have stated, I think, with emphasis, that you, and those for whom you speak, are not in favour of any modification of railway tariffs which would increase the price of any article to the consumer?—That is so.

55857. It follows then, obviously, that you are not in favour of increasing any rates, whether through or local?—That is so.

55858. You want certain local rates reduced?—That is so. We want the local rates reduced to fair and equal terms.

Mr. Sexton.—You need not go further.

55859. Mr. Asquith.—As Mr. Sexton has asked the question on what I asked, I will just carry it one point further. You say you do not want any rates increased, and you want local rates reduced to the level of through rates, if you can get it. But you do not want to make the railways non-paying. Which do you put first?—Which of the two propositions, if they clashed, should go to the wall?—I have no doubt whatever in my mind that the local rates on the railways of Ireland can be reduced to the point I say without any loss whatever; I am not the least afraid of it.

55860. Mr. Sexton.—I must clear up this point. Would you, under all circumstances, maintain the condition that there is to be no alteration in railway charges which would increase the price of any article to the consumer?—I would, certainly.

Examined by Colonel Hutchinson Fox.

55861. I should just like to ask one word as to the constitution of that railway board which you propose to set up?—Yes.

55862. I see you say it should consist of two-thirds elected and one-third nominated members?—Yes.

55863. How many would the total be?—Well, I did not put in any proof anything of that nature as a definite proposal, but as a tentative proposal. I may say that I would give you figures something of this type. My proposal would be that there should be a railway council, and that that railway council should consist of one elected representative of each County Council and County Borough Council in Ireland.

55864. That would be some 36?—That would be 26. I would then give to each province in Ireland two elected representatives representing the towns within the area of the province, not being County Boroughs, which were governed by Corporations or Town Commissioners. That would be eight.

55865. Thirty-two and 8 make 40?—And then I would have an ex-officio chairman of the railway council, who would be the chairman for the time being of the Irish County Councils' General Council.

55866. That is 41?—That would be the railway council. Then the Executive Committee, who would be the governing body, the body who would control the railways, I propose to constitute that—Eight members elected by the railway council; one member nominated by the Associated Chambers of Commerce of Ireland.

55867. That represents six or eight Chambers of Commerce?—I should say so; one nominated by the Treasury.

55868. Mr. Bowen, &c.—Is that one altogether for the Chambers of Commerce?—One nominated by the Associated Chambers of Commerce.

55869. Lord Purcell.—That is your own individual opinion?—No, it is a tentative proposal.

55870. Mr. Sexton.—It never came before the General Council?—No.

55871. Colonel Hutchinson Fox.—That is what I was asking?—And the third nominated member would be the Vice-President of the Department of Agriculture and Technical Instruction for Ireland.

55872. I understood you to say that you would have one-third nominated and two-thirds elected representatives?—Of the Executive Committee of the Railway Council.

55873. Do I follow you aright that you say that this Railway Council you would have 48 members, everyone of whom would be elected?—That is so.

55874. You would give no nominated representation whatsoever?—On that, just on the same lines as the Council of Agriculture. The Board of Agriculture control the operations.

55875. Then your Railway Council consists of 48 elected members, and on your Executive Council you have one member nominated by the Treasury, one an ex-officio member, the Vice-President of the Department of Agriculture?—And a member nominated by the Chambers of Commerce.

55876. And one nominated by the Chambers of Commerce, who are almost purely a democratic body I may say. I rather inferred from your proposal that one-third of the representation on that Council should be nominated as an admission on your part that you were prepared to give representation to certain elements in Irish life which at present—and I think you cannot disagree with me—are without any representation whatever. I do not want to go into political questions generally or controversy, but I think you will agree with me that at present, under existing circumstances, a large proportion of the population have absolutely no representation whatever on the public bodies of the country. Is not that so?—I do not think they are absolutely unrepresented, but I do say that I do not regard the railway question as being in any sense a political question, but as being an industrial question pure and simple.

55877. Are you not aware that when the northern counties seceded it was owing to the fact that instead of confining themselves to the business for which you were first constituted, you began to discuss political questions, and the northern men said:—"We are not here to discuss Home Rule and matters of that kind, but to conduct the business of the meeting, and if you are going to introduce politics, then we won't remain." Is not that the reason they gave?—That is the reason they gave, but I was not a member of the Council at the time.

55878. But you are aware that is so?—Yes.

55879. And then you expressed a plea against that they would see their way to come back to the Association. So far have you seen any indication or any reason why they should come back?—I have made a suggestion in what I have said, which, best as I mind, is only a tentative suggestion on my own part. I do not put forward here any official proposal. I simply say that, in my opinion, I believe that the Treasury should be represented, and I also say that my suggestion is that the County Councils of Ireland should elect their representatives, and therefore those counties which seceded from the General Council would have their representatives on that body.

55880. I am sure you wish to be fair-minded, and from your previous evidence I consider that you are eminently capable of giving expression to reasonable and just views on behalf of the interests of every class in this country, and I ask you, do you think it satisfactory, or do you think it would be considered satisfactory by the general public of Ireland, that the representation on such a Council as you suggest should be entirely confined to members elected by the County Councils, who, with the exception—for

timely or unfortunately, as the case may be—of some half-dozen isolated counties in the North of Ireland, are almost exclusively composed of members of one political way of thinking, while the people who contribute the principal portion of the taxation of the country are absolutely unrepresented.—My view is that the body which controls the railways should be elected, and if the majority of the electors in Ireland are of one political way of thinking, of course, that is a fact that I cannot get over.

55881. Then you think politics have nothing to do with it—I say distinctly not.

55882. We have always heard that taxation and representation should go hand-in-hand?—Yes, and we hold that the members elected by the County Councils are not necessarily members of the Councils electing them.

55883. Of the County Council which is electing them?—No.

55884. But I am afraid that under existing circumstances there would be very little chance of any member except those of their own political faith being elected?—Well, I do not agree with that at all. I must say that I believe that the County Councils of Ireland as a whole would elect the most competent business men that they could find to fill the position of representing the important body electing them.

55885. Has there been any disposition on their part in the last two or three years, to go no further back, to show that spirit which you very properly enunciate?—With regard to my own Council, certainly.

55886. I think you must take the conditions of Ireland generally, and that you must agree that far from there being any indication of a spirit of buying the hatchet, so to speak, and of bringing in representatives of every class, the tendency in the last few years has been in the opposite direction. It was hoped at one time, a few years after the Land Act came into force, that as the effects of that Act began to be felt, and as the land-owning class began to disappear, and a large extent of land passed from owners to occupiers, that the feud between classes would, to a great extent, be closed, and that everyone would get their fair share of representation, but I am sure you must agree with me that so far from that being the case, the tendency has been to keep everything as it was, and in most districts the Councils and everything else are a closed door—I may say that does not apply to my own county.

55887. Do you seriously consider that a railway council composed of practically 80 men would be conducive to economy and efficiency or to the harmonious working of the people who are in actual working charge of the railways?—I do not suggest that the railway council should practically control the railways at all, except in so far as they would represent the bodies electing them; but on the Executive body, which would really control the railways, I only propose to have eight representatives elected by the railway council.

55888. Don't you think that a smaller body would be more likely to promote good working?—That is the theory.

55889. Why have a railway council at all?—I have had some experience as vice-chairman of a council that was done better when you have got a small number.

55890. A small body of men will do work. With a large body you don't have the work done?—Well, the Department of Agriculture are pleased with the working of their system, the Council of Agriculture, and the Board of Agriculture.

55891. Now, there is only one other question I wish to ask. You express a desire that the provisions of the English Light Railways Act should apply to Ireland. I do not know whether you have seen the reports of the English Light Railways Commission for the last few years?—I have, yes.

55892. If you look at those for 1906 and 1907 you will find that as far from the Light Railways Act working to the extent that was contemplated, the Commission expresses a very strong opinion that there are many provisions which should be amended, and unless they are amended they see very little chance of the Act effecting the good which should result from it. The Light Railways Act came into force in 1896, and it appears that in the ten years ending 1906, applications to construct some four or five thousand miles of railway had been made. Of this, only 1,500 miles had been confirmed by the Board of

Trade, and of that 1,700 only 550 had been opened for traffic.

Mr. Sullivan Browne, K.C.—And most of those were tramways.

55893. Colonel Hutchinson Fox.—And most of those were tramways. The Commission state that financial and other difficulties attending the operation of the Act have in their opinion largely frustrated the intentions with which it was framed. They also think that a good deal of the difficulty is, perhaps, due to the provisions of the Light Railways Act in regard to loans. In the ten years ending 1906, free grants to the extent of only £120,000 had been made, while during the same period loans amounting to £120,000 had been granted, and of this amount only some £25,000 had been advanced without interest. Now compare these figures with the corresponding amounts which Ireland has received during the last 25 years under the Light Railways Acts, Ireland, 1883 to 1896, you are aware that free grants to the extent of £1,500,000, and commissions on account of principal and interest, amounting to about £200,000, have been made, in addition to which the Treasury have made themselves liable for a possible maximum contribution to guaranteeing areas of some £20,000 a year. Putting aside the Treasury contribution you thus have upwards of £2,000,000 of public money given to the light railways of Ireland, as against a matter of £120,000 or £200,000 to England?—My contention with regard to the provisions of the Light Railways Act being applied to Ireland is that it would give the County Councils a certain option. I am not, bear in mind, a strong advocate for light railways. I simply wish to give the County Councils of Ireland, where it is desirable to construct railways or where in the interests of national development it might be desirable to construct them, the option of undertaking themselves the work, if they were so desirous, in place of being obliged to pay interest on the cost of undertakings, a matter in regard to the management of which they would have absolutely no voice whatever.

55894. I quite agree that the observations of the Railway Commissioners are very strong as to the pressing necessity of these railways, and that very much could be done towards keeping the population on the land by their extension, but they also pointed out that the Act requires very considerable amendment, and I only wish to make it perfectly clear on that matter to people here. There has been talk at the last two or three sittings as to the benefit to the country that could be obtained from the English Light Railways Act, if it could be only applied to Ireland, and there is considerable misapprehension on the subject—I quite accept what you say as to the amendment of the English Light Railways Act. I simply wish to see that broad principle recognised of the control of the Council over the undertaking. That is what we seek.

Examined by Sir HERBERT JENKIN.

55895. Do you contemplate that the members of the two bodies you speak of should be paid?—No.

55896. Purely honorary?—I contemplate, certainly, that the members of the railway council should, as proposed directors of the railways, travel free, and also should receive just a sufficient allowance to save them from out-of-pocket expenses.

55897. They would not be salaried?—They would not be salaried; but I would provide that they should not be at any cost.

55898. Mr. Atwell.—You described the executive as the body which would really control the railways?—Yes.

55899. You provide that it should consist of eleven members, none of whom should know anything about the working of railways—eight elected by the Railway Council, a man from the Associated Chambers of Commerce, a man from the Treasury, and a man from the Board of Agriculture. And they are to control the railways?—I said that the entire railway system of Ireland should be unified, and that its administration should be left in the hands of a highly trained body of experts, subject to the general control of an authority elected by the Irish people. It is to the general control and direction of that body that I refer.

55900. Then the executive body is to have general control?—Yes.

55901. The work is to be done by highly trained experts?—Yes.

Jan. 28, 1909.

Mr. Michael A. Egan, J.P., representative of the Irish County Councils' General Council.

The English Light Railways Act, 1896.—

The applications for construction during ten years.

Mileage confirmed by the Board of Trade and number of miles opened for traffic.

Financial and other difficulties have largely frustrated the intentions of the Act.

The Treasury grants to Irish Light Railways as compared with England.

The Irish County Councils should have the option of controlling light railways.

The proposed Board of Control of the unified Railways.

Membership of the Council should be honorary.

Unification advocated.

And administration by a highly-trained body of experts.

Subject to the general control of an authority elected by the Irish people.

Jan. 25, 1906.

Mr. Michael A. Burke, J.P., representative of the Irish County Councils' General Council.

The proposed Board of Control of the united railways—con-

Education of police in the General Council of County Councils

No role bearing on the matter

The proposed Board of Control appeared by the Executive Committee

The anticipated saving in legal and Parliamentary expenses under a unified system

The amount of these expenses in 1907.

55902. What are the large body to do?—The large body are to elect the small body.  
55903. Are the forty-eight to come to elect the eight and then go away again?—They would have a power of veto.  
55904. A sort of reformed House of Lords?—Well, something to that effect.

Cross-examined by Mr. BALFOUR BROWNE, K.C.

55905. It has been cleared up by Colonel Pae, that the representatives of the Ulster Counties joined your body on the express condition that no political questions should be dealt with. You remember that?—Well, I wish to make that clear, Mr. Browne. The rules of the General Council of County Councils contain absolutely no such condition.

55906. But there was nothing in the rules relating to political matters at all. It was a business Council?—I was not a member of the Council at the time, but I wish to say that, that I have a knowledge of what occurred from my former members. The chairman of the General Council, at its opening sitting, made a verbal suggestion that political matters should not be discussed. Some of the members of the Council at a later sitting refused to be bound by that verbal suggestion of the chairman, and wished to discuss political matters and the Ulster members then withdrew. But so far as the printed rules of the General Council go there is no such rule contained in them.

55907. And then the Duke of Abercorn proposed and Mr. Andrews seconded a resolution that no political question should be dealt with, and so that was lost the seven Northern counties refused from your association?—I think it was six. I was not a member at the time.

Lord Pirrie.—As he was not a member, I do not think you need follow that up.

55908. Mr. Balfour Browne, K.C.—You have stated that this proposal of yours has not been before the large body but before the Executive Committee. What is the Executive Committee?—The executive committee of half the large body—one representative from each county.

55909. Would you mind saying when this meeting was held that authorized you to come here and express these views?—I think I must refer to our secretary for the precise date. Oh, I can give you the date now—the 31st of December. I am quite certain of the date now, because I recollect it.

55910. And the resolutions that you have read were the resolutions passed at that meeting?—No; the resolutions that I have read were passed at the annual meeting of the full body.

55911. You think that one of the savings that would be effected would be £100,000 a year for legal and Parliamentary expenses. Do you know that the whole of the legal and Parliamentary expenses of all the railways in Ireland in the year 1907 were only £16,905?—That may have been; but might I say with

regard to that, that I was present in the House of Commons at the inquiry with regard to the Fishguard and Rosslare scheme, and that I heard the late Mr. Pope say that the inquiry was costing £50 a minute.  
55912. I think he must have had the whole of the swag. Do you know that the £16,905 includes all the legal expenses of the railway companies?—I am not aware.

55913. Do you think that your Council, if it existed, would not have to pay so much for personal injury or injury to goods?—I think that taking one year is hardly a fair criterion of what the average is.

55914. Take the last. And I believe that even now my learned friend, Mr. Brown, said, the other day, that he was properly and regularly here as a barrister. I suppose you have to employ a solicitor to bring him here?—That is so.

55915. And that would be included in the legal and Parliamentary expenses of your Council?—Well, I do know that anything in the nature of modern Parliamentary proceedings entails the payment of numerous witnesses, and I know that the costs run to a very large sum.

55916. I believe that a number of witnesses have been called here—about 844. Your idea, as I understand it, is that the industries of Ireland require some protection?—No.

55917. You stated distinctly that the experts you wanted to have carried into England, but it was the imports you objected to, which you thought the railway managers favoured?—In answer to the question as to whether I say that the industries of Ireland require protection, my reply is, No; not because I want to convey that I do not think that the industries need in one sense to be protected; but I say they do not need protection in the generally accepted sense in which protection is now understood—that is, tariff rates in their favour.

55918. Out of the pockets of the railways?—No, we want simply to provide that the internal trade of the country shall be carried at lower rates than you are giving, and on equal terms with the traffic coming from overseas.

55919. You said that as to manufactured goods you would have the sum of the loads changed?—Yes.

55920. Is better manufactured goods?—I presume it is.

55921. And bacon?—But I also link with my suggestion as to the sum of the loads a suggestion that the loads should be brought down.

55922. But take the sum of the loads. Do you know that it is a general rule in all railways everywhere that as the distance increases the amount per mile goes down?—Yes, I know that, but I do say this—that the percentage of difference of rate is, in my opinion, iniquitous.

55923. Mr. Brown, K.C.—I just want to ask you one question. Can you tell me, from your knowledge, whether the minority of the County Councils who seceded have expressed any dissent from this proposal as to the rates?—Not that I am aware of.

Mr. JOHN O'CONNOR re-examined by LORD FINLAY (in the Chair).

55924. You want to give some additional evidence on behalf of the Irish Cattle Traders and Stock-owners' Association?—Yes, my lord.

55925. You represent a very large body, do you?—Yes.

55926. Of traders throughout Ireland?—Yes.

55927. Now am I correct in saying that you want to correct some statement as regards the assistance that the railway companies say they give the cattle-dealers at stations in loading your wagons?—Quite so, my lord.

55928. Am I right in saying that you have to supply your own men for the loading of these cattle, and that in no case do the railway companies supply you with men to drive the beasts aboard their wagons?—That is our experience, my lord. We have to pay skilled men at the rate of 1s. 6d. a wagon for loading these cattle for us, because of the absence of any responsible railway men to load the cattle.

55929. You are speaking as an actual trader yourself?—Yes.

55930. Not from information given to you, but from what you yourself say?—I have been all my lifetime at the fairs and cattle stations, and have seen cattle loaded and have loaded them myself.

55931. And since the railway companies have said that they do supply men, have you asked for them and been refused them?—That is what we state here.

55932. And that the railway companies' statement is more or less misleading, in the sense of creating a wrong impression about it?—They say that they send a loading staff to the fairs to load cattle, and to attend to the business of the fairs. We admit that they send a staff of trained men, but those trained men are men who are there to marshal the trains and shunt wagons, and take down the numbers, and to look on and see that the cattle are properly loaded; but anyone will understand that cattle will not go into a wagon unless they are driven in; and I respectfully say that these men are absent, so far as loading the cattle is concerned. There is no railway man with a stick in his hand to drive the cattle in, and they won't go in without being driven through the pen, and it is the owners who load the cattle practically.

55933. You do not speak as to one time, but generally?—Yes, but there is a qualification in this. At local stations cattle come up for market on one load, and railway men generally assist them, because there are two or three men to attend at the time; but I am speaking of where two or three hundred wagons



leave a fair, and then the work is done by the owners' men.

55934 Have you anything to say about special trains—not getting facilities in Ireland that you have got in England?—Yes, this, my lord—that the railway companies in Ireland refuse to give a special of cattle for anything less than ten wagons at a time, whereas in England the practice is that they will send a special with five, and there are occasions when they send a special with three, even for long distances.

55935 And do you think that if the railway companies would facilitate you in Ireland as they do in England it would increase the traffic very much?—I think it would be a very great convenience to people, and that they ought to meet us in that matter, and ought to give a special for seven wagons instead of ten.

55936 Now have you anything to say about the Winter Show, on which you lay some stress?—Well, the people interested in the fat cattle trade of Ireland are very much interested in connection with this Winter Show being a success.

55937 That is held in Dublin?—It has been held in Dublin for the last ten or twelve years, in the Royal Dublin Society's premises at Ballsbridge. We are anxious to see this Show a success, because Ireland being more or less represented by live stock as her staple industry, we think that this Winter Fat Stock Show ought to be the Show for all Ireland.

55938 What is it you want?—We want to ask the railway companies to give more facilities in the way of helping this Show.

55939 Cheap traffic?—Cheap traffic. We consider fair ought to be more generous in helping this Show.

55940 Do they not pay something towards it?—Well, not very much. We do not consider they do anything at all in proportion, on account of live stock being one of their best sources of income; that they ought to do more for it at this particular Show.

55941 In other words, you want the railway companies all over Ireland to co-operate as to this special Winter Show?—Yes, to make it a success, as they do at other centres.

Examined by Mr. ACOCK.

55942 Just tell us about this compulsory insurance that you have got on page 5. I do not understand it. From the year 1906 you insured cattle to the amount of £60,000?—Yes, sir.

55943 At what rate?—4s 2d per cent.

55944 That is right, 4s 2d per cent?—Yes.

55945 Then, over the four years, it comes to this—that you paid £240 and got back £150?—Quite so.

55946 You got back something like 60 per cent of your risk?—Yes.

55947 That seems to leave a very large profit?—Yes.

55948 And you suggest that if everybody insured they would have a much larger sum to deal with, and could work on a much finer margin of profit?—Yes, quite so.

55949 Do most people insure?—Well, it has not been generally done in the trade, and a great many people in our trade do not understand insurance, and there has been a great deal of what we call cautious hostility attached to insurance. I may say that the clauses that are put in the insurance contract make it very unpleasant to do with them. There is one insurance clause that is called the "walk ashore" clause, and no matter how much a beast is injured, if they see able to walk after being landed the company do not hold themselves liable. We do not consider that that is a proper insurance clause.

55950 You are satisfied with the policy you got from the Ocean?—Yes, we are, with the principle of it.

55951 But you think that the rate is unnecessarily high when compared with the risk?—Quite so.

55952 Now do you think that the majority of the people in the trade if they understood and got an Ocean policy, say, at 2s 6d, would be contented to pay that?—I am quite sure of it. We want to go further than that by saying that we believe that in the interests of the cattle trade insurance ought to be made compulsory, and that the conditions of our policy are that such cattle are insured from any place in Ireland to any place in Great Britain, that is Scotland or England, and they are insured against all visible injury and death.

55953 It is an absolute policy; as long as the injury has happened you are paid?—Quite so.

55954 I suppose you go straight on the insurance company, and if the railway company is liable they recover from the railway company?—They deal with us. We give the evidence of the injury, and they pay us.

55955 You do not think your neighbours in the trade would object to being compelled to pay?—I do not.

55956 It looks as if the insurance company could afford to take 2s 6d if they got a bigger volume of business?—People in trade do not exactly see what is to their advantage, and we say that if it was spread over all the trade of the country it could be done for such a small sum that it would affect nobody, and everyone in the business would understand that their cattle were protected, and it would give our cattle a much higher character.

55957 That comes practically to paying half-a-crown on the railway rate to cover all risk?—Yes.

55958 You are Chairman of this Cattle Trade Association?—No, sir, only a member.

55959 But you are sent to give evidence?—Yes, as a humble representative.

55960 And speaking for your Association, you say that you would be prepared to ask your cattle trade on their traffic going to England to pay half-a-crown, that would give you absolute compensation for damage?—We are.

55961 We were told, by Mr. Watson, that what you wanted was more protection at the expense of other people?—Not at all.

55962 You say that you are prepared to pay for it a risk rate?—Yes. I have put those figures here to show what we have done, and as an illustration of what I advised other people to do, and I gave those figures to show what a large profit is made at this cheap rate. Previously our rates of insurance were a penny in the pound, which worked out at 2s 4d per cent, and now we can do it for half, and there is a considerable profit, and we say if everybody insured it could be done at a moderate amount, and then a man could sleep easy if there was a bad storm, knowing that his stock was insured, and that if they were injured he would get compensation; and we believe also that it would make the railway companies and ship-owners much more careful in the handling of them when they were aware that the insurance was on and that they were liable.

55963 Mr. Watson said you wanted to put it on the consumer and the railway?—Not at all; we never made the slightest suggestion of that.

Examined by Mr. SARGENT.

55964 How long have you been engaged in this trade?—I think 38 years; 30 or 35.

55965 I should think it is about 40?—Close to it.

55966 I believe you are one of the largest cattle traders in Ireland?—Well, we do not wish to put it in that way. We have been a long time at it and thank God we have been fairly successful.

55967 How many traders do you represent here today?—Well, a very large number; all the cattle trade of Ireland that is in this Dublin district.

55968 How many members?—I am sure I could not say. Do you know, Mr. Sherlock?

Mr. LARSEN, Sheriff (Secretary Irish Cattle Traders' Association).—About 200.

55969 Mr. Sargent—Are they distributed throughout Ireland?—They are distributed throughout Ireland. There is another Association in Cork that we do not represent, but we go as far as Limerick Junction. About Cashel our members extend to.

55970 Is there another association in the North of Ireland?—Yes.

55971 Can you say that the other Associations are in sympathy with your evidence?—I believe they are.

55972 You stated in your former evidence that you had never made a claim on the Great Southern and Western Company?—Yes.

55973 And that remark has been quoted here with, I think, the suggestion that if you had made no claim on your long trading period it was because you never had occasion?—That was not it at all.

55974 What was your meaning?—We always found that from the highest official of the railway to the lowest they were always most courteous and civil to us, and it was as a set-off against their courtesy to us as traders. As to any privilege of trains being stopped or anything else, they were always most courteous to meet me, and as a set-off against that, and in appreciation of their courtesy to me I never

Jan 25, 1939

Mr. Joseph O'Connor, Representative of the Irish Cattle Traders' and Stockowners' Association

The question of compulsory cattle insurance—see. The suggested charge.

Mr. E. Watson's evidence as the point.

The Association desired to exempt the contractors and the companies from the charge.

Number of cattle traders represented by the Association.

The other Associations in sympathy with the evidence.

Question of claims.

Civility of the G & W. officials.

Jan. 25, 1908.

Mr. Joseph O'Connor, Representative of the Irish Cattle Traders' and Stockowners' Association.

Question of cattle—cont.

Criticism of the G. S. & W. officials.

made a claim. But I must say this, that I had, many a time, reason to complain, and did complain, but in consideration of their courtesy to me and to the trade I did not make any claim. I never wrote a letter of complaint, or claim during my 40 years' trading, to the Great Southern and Western Company.

55975. You frequently suffered damage—I cannot say frequently, but we have suffered some serious damage.

55976. Occasionally, now and then!—And sometimes we suffered through the fault of their officials, but owing to their inevitable courtesy to us we never made a complaint; we passed it by.

55977. You experienced uniform courtesy and attention at the hands of the officials, and you thought it fair to repay the company by waiving your claim when you suffered damage!—Quite so, sir. That is the explanation.

55978. Your statement is not a suggestion that you suffered no damage, and still less that because you had been so long in trade and had suffered no damage other people had suffered none. That would not be your evidence!—No. I wish to make it clear that that is the view that I took of it; and not myself alone but my predecessors in the trade never made a complaint owing to the same courtesy of the railway people; and I experienced nothing else but courtesy from them.

55979. This shows that like other people you had somehow to make complaints, and, secondly, that the Great Southern and Western Company owe something to the capacity and courtesy of their officials. Now, how long have you been insuring your cattle with the Ocean Marine Company?—For four years past. Previous to that (we sent the principal part of our traffic to Glasgow) we used to insure with the shipping companies. They used to insure for us.

55980. In the booking!—In the booking. The insurance was at their high rate, an insurance rate of a penny in the pound.

55981. For the last four years you have been insuring your cattle at the rate of a halfpenny per pound of the value!—Yes, sir.

55982. And that upon your exporting has left the insurance company with two-thirds of the premium as profit!—Quite so, sir.

55983. You are aware of Mr. Neale's evidence, that the cattle damage paid on the whole of the Great Southern and Western system, one-third of the railway mileage of Ireland, is something about \* £100 a year!—Yes, sir.

55984. And Colonel Pleva says that he has no cattle claims. I understand that the liability of the railway company at present is as limited by the Carriers Act. Mr. Watson stated also that the damage at sea is even less than the damage by land. Taking all that together, does it not appear that the total damage per annum in the cattle trade—not limited even by the Carriers Act, but the total from the point of view of liability for total loss or valuable damage—from departure to destination cannot be a very large sum per annum!—My experience I show acts in that it is so small that it could be done at a very small rate of insurance.

55985. The inference I would draw from the evidence of Colonel Pleva, Mr. Neale, and Mr. Watson is that probably a sum of a couple of thousand pounds a year would amply cover it!—I am sure it would, but of course there still remains a contingency which might never happen, that is of total loss on a ship going down. Of course that always remains hanging over your head, the unpleasantness that such a thing might occur; but my experience, based on 40 years' exporting, does not warrant any such assumption at all.

55986. I am speaking of the average from year to year—a couple of thousand a year!—Quite so.

55987. Do you know what the traffic receipts for cattle are—that they are over £300,000 a year!—I quite believe that, from the returns of cattle.

55988. If the railway companies receive £300,000 a year for carrying the cattle, and if, in the second place the probable limit of damage is not likely to be more than a couple of thousand a year, is not it a great pity that all this dissatisfaction and friction should go on for want of some common-sense arrangement?—I have held that opinion in the strongest manner for a great number of years. I could never understand why those people, the cattle trade representatives and the railways, could not come together and fix that point, because, in the very forcible way in

which you put it, the amount is so small, and the loss is so small, and every owner would be placed in a safe position.

55989. They say they object to acting as insurance agents, but there would be no additional trouble if the insurance were included in the rate. The one looking would cover the insurance!—Why should they. I cannot see that point at all. Some of the railway managers stated that they did not see why they should be asked to act as insurers, but I think any man that takes charge of any property should be responsible for it. I think the moment you put your goods in a man's hands, or in a company's hands, at it they and they alone that should be responsible.

55990. It is evident that a small amount really would not only cover the damage but leave a profit!—Quite so.

55991. Have you any doubt, considering that the receipts from the traffic are a third of a million, and considering the minute extent of the damage, that if there were a united system of railways in Ireland under a public authority they would very willingly accept responsibility for total loss and valuable damage as respect of cattle traffic on their system?—I can quite understand it, and I cannot understand why the wisdom and intelligence of the railway people is not led them to do that themselves.

55992. Mr. Relfour Browne, &c.—Did you ever apply for this insurance to railway companies?—Yes, sir.

55993. When?—Well we asked it through the Cattle Trade Association, and I brought it before them some years ago myself and a deputation of the Cattle Trade Association waited on the manager of the London and North Western, and they brought it before the Conference at Derby.

55994. Are you perfectly satisfied with your arrangement with the Ocean Insurance Company?—Yes, satisfied, but that it should be done a lot less.

55995. If it satisfies you it ought to satisfy other people sending cattle too!—I do not think it is a thing that is very well understood by the trade generally.

55996. Do you say that the railway companies throughout Ireland do not provide ports to assist in loading cattle at the fairs?—I do not say that they do not provide ports at the fairs, but I say they do not give a sufficient equivalent for the unusual charges at those points and where the traders have to pay is 6d. a wagon for the loading of those wagons.

55997. Do you know that if there is any dispute about terminal charges you have a tribunal to go to!—We know, and that they should make a certain allowance off the terminal charges to meet a charge of the kind.

55998. You said the railways in Ireland would not give a special train unless you sent 50 wagons. Are you aware there is a long list handed in showing that the railways give a special train for even under 5 wagons!—Well it is not our experience, and we have asked that. I am speaking generally of the Great Southern and Western system.

55999. Do you know that the limit in England is 3 wagons, and that it is not 5, as you stated, and that they won't give it even at 3 wagons only when the ordinary trains don't suit?—We know, from experience, Mr. Browne, that the practice in England is to do a very different thing altogether from what they do in Ireland. There is competition in England. They run a special for 3 wagons. I have seen them run a special for three.

56000. Do you know that there is a recognised rate of 8/- there may be a rule.

56001. Chairmen.—With regard to your complaint of the absence of a day service for cattle. Colonel Pleva, when giving evidence, stated that it was an unusual thing to bring forward, because it was a matter practically resting with the owners and not the railway company; if the stock was brought to the railway company in time it would be carried during the day!—I state there is no day service of the Great Southern and Western system, and consequently Colonel Pleva was wrong in making that statement as representing the railway people.

56002. He only represented his own company!—But he referred to my evidence, therefore I took it more or less personal that my statement was not true.

Mr. Relfour Browne, &c.—I do not think that was the suggestion at all. That question had been dealt with by Mr. Neale.

56003. Chairmen.—That was a pious opinion of Colonel Pleva. There was no reflection on post-I wish to make it clear that I am speaking of the

The insurance of cattle with the Ocean Marine Company. Previously effected with the Shipping companies. Present rate of insurance.

Cattle claims paid by G. S. & W. Company.

The total damage as small that the Companies could insure at a very low rate.

Average cattle traffic receipts.

No difficulty in arranging a scheme of insurance by the companies.

\* See amended figures on page 111, Q. 55977.

Great Southern and Western Railway. No later than yesterday there were four wagons of stock; they had to stand for six hours in the wagons before a night train came to fetch them. We consider it cruelly on fat cattle.

56004. What is the next point?—The question of cattle heads. This (producing a model) is a model that I made as an illustration of what we require. We say that there ought to be guides for the cattle into the train. Mr. Tallow said that some of the people in the trade objected to these guides and had them removed at Roscommon and Ballinasloe. I do not object to cattle being loaded on an open bank at these large fairs, because, as a rule, they are store cattle, but I am speaking of fat cattle for the purpose of slaughter. If one of these cattle was marked or branded with staks it brought about a reflection on Irish cattle, and lowered the value of fat cattle.

56005. Your idea is that these guides would be an advantage in the loading of fat cattle?—Quite so.

56006. Your next point is the re-establishment of the 6 o'clock train?—That is a matter I am asked to put in as strong a manner as I can, representing County Kildare. I have resolutions from Collingridge, Newbridge, the Urban Council of Naas, the County Council of Kildare, the North Kildare Farming Society, the Instructions of the Agricultural and Technical Committee of County Kildare, and the Agricultural and Technical Commission at Naas, all asking for this old 6 o'clock train to be re-established on the Great Southern and Western Railway.

56007. Copies of the resolutions have been sent to you?—Yes; and I have handed them to the Secretary of the Commission.\*

56008. I have seen them. Then which does this refer to?—The Great Southern and Western.

56009. Very well. That is all you wish to speak of?—Yes.

56010. Mr. Balfour Browne, K.C.—May I hand in list of the articles to be changed at rates other than those specified in the classification. There was a misunderstanding as to them. They were mentioned this morning. There are twenty-seven articles altogether, and I find that a great number of them were raised when the rates came into operation in 1892, and 8 or 10 of them came into operation at different dates. I have had the dates put upon them. I have got two copies which give the dates. I think Colonel Poc wanted to see them.

Mr. Brown, K.C.—I appear here on behalf of the body which represents 25 County Councils out of 33, and four County Boroughs out of six. The absence of the others has been fully explained this morning, and the circumstances; and it would be a waste of time for me to repeat what has been stated in the evidence. I will endeavour to compress my observations as far as possible, to avoid all unnecessary talk.

Now, sir, a few days ago, when I appeared here, there was a suggestion about the order in which we should speak, and you very properly pointed out that while the railway companies were the defendants, my clients were not the plaintiffs, and you thought it desirable, therefore, that my friend Mr. Balfour Browne should have the last word. But it seems to me that at the outset of the case I should call your attention in the very strongest terms possible to the fact of that state of things. The railway companies are the defendants; they have their solicitors; they have their witnesses; they have their counsel; they have their organized case, carefully considered, carefully prepared, and evidence selected under the wise head of my friend Mr. Croker Barrington—they have a systematized case, prepared for the Commission, with every possible care and skill. What is there on the other side? We have not digested and considered the scattered evidence of a great number of independent witnesses from different parts of the country—we have never consulted any legal person, or put into shape, or attempted to make it consistent. We have not had time to put forward a consolidated case.

Let me for one moment call your attention, very shortly, to a recent case before the Railway Commission (after the Amalgamation Act) and contrast it with the present. In that case a charge was made against the Great Southern and Western Railway Company, acting in concert with the Great Western of England, of having, by their rates, placed the port of Dublin at a disadvantage with other ports—not giving Dublin fair play. The railway company

came in to meet that case. They had my right honourable friend Mr. Campbell, and other eminent counsel, and Mr. Croker Barrington, and they made a complete, organized case by taking representative stations, representative routes and rates, and they demonstrated to the satisfaction of everybody that the charges were unfounded. But in that case, sir, they were the plaintiffs. The grievance was so great that the Dublin Port and Docks Board, for the protection of the port, at the public expense, employed the eminent solicitors Messrs. D. and T. Fitzgerald; they obtained the assistance of experts from the Lancashire and Yorkshire, and other railways. They met on even terms. There was a railway case as complete as the railway case here. On the other side there was an organized case, prepared with the same care and the same skill. The result was that the Railway Commission found that the railway case was untrue, and they made the order against them. I have the order here; I intend to hand it in. These are the terms of that order. I am not going into the details of it, but will read just one sentence from it:—“Therefore this Court finds that the Great Southern Company have not fulfilled their obligations under section 30 and so of the Act, and, by reason of their rates, have placed the port of Dublin at an undue disadvantage as compared with the ports of Roskilde and Waterford, and failed to give reasonable facilities to induce traffic to pass to and from,” etc. Now, the vital importance of this—and I put it to the Commission with the profoundest respect—you have a railway case here not met. You have an organized railway case put forward with all the skill and care possible, and you have this scattered evidence, and might I quote from my friend Mr. Awerth?—“For a farmer or shopkeeper, with the assistance possibly of the local attorney, to undertake to fight the trained railway experts, with a lifetime's experience, and with every fact and every figure at their fingers ends, is only to court defeat.”

Mr. Balfour Browne, K.C.—That was before the County Court Judge—not this tribunal.

Mr. Awerth.—I do not suggest that my friend Mr. Brown is a local attorney.

Mr. Brown, K.C.—It is true they are represented by counsel now. But since when? Only since last Sunday. There has been no professional assistance in preparing the case, and therefore you have the railway companies having their own way. Now I pass facts that. But I ask you to discount the whole of the railway companies' evidence on that account. Our experience of the Bar is—and I think Mr. Browne will agree with me—that the greater part of the case depends on what has been done before the case has come into Court. It is the preparation of the case, and the organization of the case, that is the important matter; and this, so far as the cross-examination of witnesses is concerned, has been as effectively discharged by the members of this Commission as any of them could have done. It seems to me on this reference there are three questions for the Commission. The first is—What causes have retarded the expansion of the traffic on the Irish lines? Secondly, their full utilization for the development of the agricultural and industrial resources of the country; and, generally, by what methods can the economic and harmonious working of the Irish railways be best secured?

Now what is the answer of the railway companies to that? First, what causes have retarded the traffic on the Irish lines? The traffic has not been retarded. Secondly, what has retarded their full utilization for the development of the agricultural and industrial resources of the country? That question does not arise, they say, because all these things have been fully developed. And thirdly, that the economic and efficient and harmonious working of the Irish railways can be best secured by doing nothing. These are the three answers of the railway companies, and it seems to me that Colonel Poc brought out, during the short time I have been here, that practically the case of the railway companies is this—that this Commission has been issued altogether under a misapprehension; and that the real state of things is that everything is all right. Nothing can be more satisfactory than the state of Ireland. Nothing can be more satisfactory than the manufacturers of Ireland. Nothing can be more satisfactory than the administration of the railways of Ireland. Things are at their very best, and if you touch them, or tinker with them, you will only spoil them.

Jan. 28, 1906.  
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Speech of Mr. Brown, K.C., on behalf of the Irish County Councils' General Council.

\* See Appendix No. 19.

† See Appendix No. 15.

Jan. 26, 1908.

Speech of Mr. Rosen, M.C., on behalf of the Irish County Councils' General Council.

Now, sir, you have had a mass of evidence in this case before you. I have read some of it in the last three days, but it would be grotesque if I were to attempt anything at all approaching an analysis of evidence in detail, and I will not do it. But I would like to call attention to a few uncontradicted facts. At one time Ireland had manufactures; it has none now. The country is quite suitable for them. Numerous things are imported from Germany, England, and elsewhere which could be just as well made in Ireland. Thirty years ago Ireland had practically the exclusive food supply of England. Now it has one-seventh or one-eighth. Foreign countries—Denmark, Russia, Holland—export from England, have come in and taken away the bulk of the profit. My friend will tell you everything is quite satisfactory. Is there any explanation of this thing? On one occasion, when proof was being given of the unhappy state of things in this country in the House of Commons, Mr. Bessell explained it by saying it was due to the Irish people living in the proximity of a melancholy ocean. Is it the fault of Irishness that formerly they had their manufactures, and now they have none? Formerly they had their food supply. Have they degenerated? Have they received a double dose of original sin? Is it all the fault of Irishmen? Are they stupid? Are they dull? Are they lazy? Are they thriftless? Later on there will be one or two suggestions to the contrary. Let me mention one or two now—with which my learned friend is as familiar as I am. Take the case of the legal profession. He will agree with me that in that profession we are the finest people in the world. What is the highest position on the legal profession? I suppose it is the four life peers in the House of Lords. They are paid large salaries. One of them represents the Scottish Bar, one of them represents the Irish Bar; two of them represent the English Bar—two Irishmen. I was before the House of Lords the other day. It was an exceptionally large sitting. There were eight peers. How were they composed? Two Scotchmen, one Englishman, and five Irishmen. The other day I appeared in a very important case in Cork—about some defects in municipal buildings. They wanted the highest authority living as a witness. A magnificent gentleman appeared. He had been chief engineer for Derby, by competition, for Liverpool, by competition, and for the London County Council. I got up to examine him, and to my amazement he answered me in as pure a Cork accent as my own. Last year I had a case for Ross and Company, of Burton-on-Trent. Some Irishman had been tampering with their ale. Their chief consulting chemist came over. Again I was answered in the soft accents of Cork. The Irishman distinguishes himself wherever he goes. The first question, therefore, that I put to the Commission is: "Why is Ireland in the position that it is?"

Now, sir, you have had a mass of evidence here from representative sources—from Chambers of Commerce, County Councils, Borough Councils, Urban District Councils, and individual traders, representative men of every class. Indeed, the public have really spoken with one voice. As to the suggestion that individual traders have not come forward, I think you have disposed of that. But let me ask you one question. Has anybody, has any responsible individual come forward from the whole of Ireland who has ventured to express satisfaction with the existing state of things? Have the railway companies attempted to produce one single representative of trade, commerce, agriculture, or representative body to whose opinion they would attach one shadow of weight who has ventured to say that things are satisfactory? Now, sir, if the existing state of things is not satisfactory, there are two things you can do. You can say, "We cannot help it; we can do nothing." Or, "We will do something." You have this mass of paid railway evidence as to what they have done. Let me go one step further. Let me assume that the Irish railway directors, acting as the representatives of private individuals, who invest their money in a commercial concern with the object of making a profit out of it, have satisfied you, that from the point of view of constructing a railway with a view to profit, that each company has done its best—that they have done all that such bodies could reasonably be expected to do—all that proves is that the present system will not do, it proves that the system has broken down; and the real, vital question for this Commission is whether

that system can be allowed to continue, or whether the reorganisation of the country do not call for a new system on the simple basis of: first, efficiency, secondly, administration by a body not acting solely with the intention of making the largest possible immediate profit for their shareholders, but also acting in the interests of the country at large, as distinguished from a body of men whose main object was the making of the most immediate and the largest profit. If you come to the conclusion, sir, that these things are desirable, I think I shall have little trouble in satisfying you that the only mode of attaining that end is by State purchase. Not having heard the evidence and not being very familiar with this subject myself, with the view of trying to concentrate my remarks on the real points of the matter, I endeavoured to find out some of the pros and cons. I accordingly took the reports of some of the previous Commissions which have sat on this subject, containing the considered opinions of impartial men, who have had the whole matter fully argued out before them. With your permission, sir, I will refer this Commission to a few short extracts, and make one or two comments on them. These reports will be found in the well-known book by Boyle and Waghorn on Railways, 2nd volume, referring to a Select Committee of 1852—a Joint Committee of the two Houses on Amalgamation. I will deal, first of all, with the evidence as to some of the earlier Commissions in this Report of this Commission. There was, in 1853, Mr. Cardwell's Committee, you will find it on page 14. "As regards amalgamation, the Report of this Committee, whilst most careful and complete in its discussion of the facts and difficulties of the subject, comes to no conclusion," let the pros and cons end out seem most vital in this case. "It points out the economy and convenience resulting from amalgamation, and admits plainly that, in abuse of powers by railway companies, competition, as usually understood, affords no sufficient remedy. On the other hand," it points out, "a concern may be too large to be properly managed." Now, we have the existing system of Ireland—and I take the figure from my friend, Mr. Arwerth's, statement as being sufficiently accurate for my purpose. The Great Western of England is three times as big; the London and North-Western is three and a half times as big as all the Irish companies, and there has been as practical difficulty in administering these concerns. Therefore, the Irish system is not too large.

Mr. Baileon Browne, M.C.—Not three times as large as the Irish railways.

Mr. Rosen, M.C.—Yes, in the trade done; not in mileage. The real thing is the amount of business they have to do.

Chairman.—You are quite right, Mr. Rosen.

Mr. Rosen, M.C.—It is the amount of business to be done that we are considering. The Great Western and the Great Northern manage their affairs without practical difficulty. One is three times as big, the other is three and a half times as big, and, therefore, we can put that consideration aside, once and for all. Again, the report I am referring to, says, "A powerful company can oppress smaller neighbours, and may direct traffic into unnatural channels." This proposal means that you turn the whole system of Ireland into one; but if you adopt the proposed scheme of three competing companies in Ireland, in that case you would find trade at various points diverted by competition into unnatural channels. It is open to that objection, at any rate. Any company could oppress smaller neighbours.

Then it goes on, "It may neglect or injure one part of its district in order to underbid a rival in another." This is the existing evil in Ireland, and undoubted would get rid of it. Next, "The motives for amalgamation frequently arise from the offensive and defensive policy of a company towards its neighbours, and from a desire to protect its existing interests from new competition." I think I have shown that most of the pros existed in this case.

The recommendation of the Cardwell Committee is that the amalgamation of companies should not be sanctioned except in minor or special cases, and only when the main object is more economy of management, and consequent advantage to the public. Now, passing from that, I come to a passage here, on page 33, in which I earnestly entreat the attention of the Commission. "It is generally easy to show that the public will gain largely by harmonious arrangements, and considering how doubtful (and perhaps desirable) is the extent of competition, or of the facilities of production, the balance of advantage, to the public as well

Jan. 26, 1869.

Speech of Mr. Keene, K.C., on behalf of the Irish County Councils' General Council

as to the shareholders, may often well be thought to be on the side of amalgamation. The case of the North Eastern is a striking illustration. That railway, or system of railways, is composed of thirty-seven lines, several of which formerly competed with each other. Before their amalgamation they had, generally speaking, high rates and fares and low dividends. The system is now the most complete monopoly in the United Kingdom, from the Tyne to the Humber, with one local exception; it has the country to itself, and it has the lowest fares and the highest dividends of any large English railway. This is one case of the outcome of amalgamation—this is not the opinion of witnesses. It is the deliberate, considered opinion of the Committee after having threshed out the case with the fullest evidence. "It has little or no litigation with other companies. Whilst complaints have been heard from Lancashire and Yorkshire, where there are so-called competing lines, no witness has appeared to complain of the North Eastern, and the general feeling in the district is so far from adverse to its management," that passage, I consider, is the most important in the Committee's report. There are five more lines less, to which I allude, the situation of the Committee—"It is, however, to be observed that there is a peculiar feature in this case, which probably has some effect in producing this liberal management and general satisfaction, viz., that the local public and voters of the district are largely represented both on its direction and at the meetings of shareholders." Now, sir, there is the opinion of the Committee. You get concerns approximately approaching in size to the Irish railway system. You get in a portion of England, where they are able to get the monopoly of a district—the effect of amalgamation—from very high fares and low dividends to low fares and high dividends. Is not that a tribute to united management? The most important point of all is, that the people who are served by the line take the greatest possible interest in it, and it is largely a local interest in its ownership of the shares.

I now come to the Report of the Select Committee of 1862—the Joint Committee of both Houses on the special subject of amalgamation. In this, at page 69, Mr. a couple of passages dealing with a topic that has been discussed by this Commission. It refers to the complaints of farmers, and their claim for some equality of charge: "Farmers complain that imported agricultural produce is given bounty over home produce by being carried at a lower rate; that foreign corn and meat are carried from Liverpool to London for less than English corn and meat"—just as we have had complaints here of American flour being taken from Cork to Limerick at less than Cork flour. Again: "That American cattle are carried from Glasgow to London for less than Scotch cattle; that cattle landed at Newcastle are carried inland for less than cattle reared in Northumberland and Durham; that foreign fruit and hops are carried from Boulogne and Flanders to London for less than fruit and hops from Ashford or Sittingbourne." That is, in fact, the gravamen of their charges; and although my friend, Mr. Acworth, might put forth difficulties and contradictions to a witness about the physiology of strange wires, the thing comes back to the simple question I put on the first day I was here: "Is it not right that a man who makes his flour in Cork, and wants to send it to Limerick, should be allowed to send it by railway at the same price as foreign flour?" What is the opinion of the Committee on that? It says: "Your Committee think that many of these differential charges afford substantial ground for complaint. But they do not consider it necessary to express an opinion as to how far these differential charges constitute undue preferences, because that is a point which the proper tribunals have power to determine, and each case must be considered on its merits." The grievances against the railways seem to have been rather indicated here.

I now go to my last reference, on page 92. "The witnesses from Ireland, besides complaining of inequalities which are similar to those already described, and which call for the same remarks, made several special complaints. They allege that the rates charged for local traffic are generally higher than on the English railways, and that the discrimination is less liberal, especially as to agricultural produce and implements; that these local rates are high, out of all proportion as compared with those on through rate traffic between stations in England and stations in Ireland,

to the great injury of the Dublin wholesale houses." So that here you have the same complaints brought before that Committee of 1862 as are brought before you by Irish witnesses—that is, that the traders in Dublin, who have their goods here—manufacturers—if they want to send their stuff to the interior of Ireland, are charged more than the Englishmen for doing so. The question is a simple one. What will the company put for carrying the Englishman's goods? They would not tell you. At any rate, as Mr. Acworth said, "Everybody knows that the through rates are always lower than the sum of the locals." Mr. Acworth's own experience of railways was that there was a fairly definite proportion to the apportionment of these through rates for imported goods. Supposing the sum of the locals is £150, and the through rate £100, the full Irish local would be £50, which means that the Irishman has to pay £50 for the carrying of his goods from Dublin to Limerick, whereas the Englishman has only to pay one-third, or £33. The last case that was before the Railway and Canal Commission was between two Irish railway companies, and it was a difference about the apportionment and proportion of the locals. Everybody knows that the through rate is less than the sum of the locals. Everybody knows also, that the Irish company's proportion of the through rate is less than the local. Why did the Irish companies refuse to give the facts about the apportionment? Because, if the true figures were known at which they carried foreign goods from Dublin to Limerick, and they were compared with what they charged for Irish goods, it would create a commotion. They dare not produce the facts, and Mr. Tolson, speaking on their behalf—driven by the necessity of the case—deliberately refused to give any information on the subject. You must draw your own inference from that. I submit, respectfully, that the inference can be only one.

The Commission also said "That by the action of the Irish and English Traffic Conference, including lines of steamers, a complete monopoly has been established, the rates from Liverpool to Dublin by sea being kept up to those via Holyhead."

We have had many opinions one way and the other; but here is the conclusion of the Committee. "They also point out that the management of the Irish railways is needlessly expensive in consequence of their being owned by a number of companies, each having its own staff, there being in Ireland 270 directors, 37 secretaries, 20 managers, and a corresponding staff of subordinate officers for the administration of railways, having a capital of £35,000,000; whereas the Great Western Railway of England, having a capital of nearly twice that amount, is managed by a single Board of 13 directors, a secretary, and a general manager. As to this last point, your Committee are agreed that the further amalgamation of the Irish railways would tend to economy and efficiency of working, and that such amalgamation should not only be urged on the companies concerned, and meet with every facility which Parliament can offer for effecting the necessary arrangements, but also, if necessary, be made the subject of direct Parliamentary action. Your Committee are also of opinion that there should be one classification for the United Kingdom."

Now, you have that Report of the Select Committee of 1862. You have all these papers brought up and carefully considered. You have them all decided in our favour. I am not now giving you the opinion of witnesses. I am giving you the actual conclusions arrived at by competent, experienced persons, who have heard the whole thing threshed out. Are these people all wrong? Has anything happened since to show that they were wrong? The tendency has been more and more in favour of amalgamation. Now, these extracts appear to me to be very valuable, showing these points which have been put forward on behalf of the public. They were put forward in 1872 and in 1882. On both occasions they were found to be real and substantial grievances, calling for remedy. The railway companies ask you to say that "it is desirable that nothing should be done."

Now, sir, if amalgamation, as distinguished from State purchase, is desirable, how can it be effected? Parliament can do a great deal. But one thing I respectfully submit Parliament cannot do. Parliament cannot compel two people to go into partnership who do not want to do so. I see my friend Colonel Piers is here. I do not know what his opinion would be if Parliament passed an Act that the Great Northern should link its fortunes with the Dublin and South

Jan. 28, 1899.  
Speech of Mr.  
Rooney, K.C.,  
on behalf of  
the Irish  
County Councils  
and General  
Council.

Western. I do not know, even in public-spirited England, how a proposal would be received that the Great Western should link its fortunes with those of the Clonham and Dover. It seems to me, to use a phrase of my friend Mr. Asquith, that such an enforced amalgamation would not be within the sphere of practical politics. But even if it were possible, I do not think the scheme of having in Ireland three or four independent companies, would need matters. There would be all the evils attending the fighting for business, and trying to make money, and the diverting of traffic into unseasonable channels. We have had traffic coming to Dublin from Clonsilla, first taken down to Lisrick Junction, and then back to Dublin, instead of coming direct by the Midland. That is dead waste. The rivalry of these competing companies lead to this waste, and to goods being often carried by unnecessarily expensive routes, where it would be better for everybody if everybody went by the cheapest routes, and that seems to me to be one of the just grounds of saving under the new administration; but partial co-operation will not do. Let me refer you, sir, on that subject, to one short passage in the Report of the Committee of 1889-90, which included so eminent a man as Sir Robert Peel—page 3 of this book, and I venture to say, a most interesting summary of some of the topics which have been discussed here: "It will be found to be the opinion of some of the witnesses that the interests of the railway companies and of the public can never be at variance, and that the managers of these great establishments, acting with an enlightened view of their own interests, will always have a due regard to the general advantage of the community. A more strict investigation has, however, shown that this assumption is not without exceptions. A main object which the directors of a company must have in view is to obtain a good return for the capital expended, while it is the primary interest of the public that the intercourse should be regularly maintained with the greatest safety, speed, and economy. To a certain extent it is undoubtedly for the advantage of the company to satisfy the wishes and supply the wants of the community, especially on those lines where other means of communication yet exist and maintain a competition, although feebly, against these powerful establishments. But cases have already arisen in which the interests of private companies and of the public have been found to be opposed to each other; and it appears probable that, in proportion as this new system shall supersede other modes of travelling, other inconvenient consequences will ensue, unless some authority be established to watch over and protect the interests of the public. The fear of a rival line may, in some instances, be a check upon the conduct of a company, but there are few districts in which the public will have any opportunity of selection, and obvious and serious difficulties must arise in carrying this means of control into execution. The Leeds and Selby Railway affords an illustration of a case where the interests of the company have been at variance, and have prevailed over the interests of the public. Mr. Galt, in his evidence, compares two periods of time, and shows that when the company raised the fares, and diminished the number of passengers by 12,000, the income of the company was improved by £1,500. From the evidence of Mr. Euton the treasurer of the Manchester, Bolton, and Bury Railway, it appears that a larger revenue was produced to that company also by the conveyance of a smaller number of passengers. These results will be easily seen by a reference to the accounts contained in the Appendix relating to the Leeds and Selby, the Manchester and Bolton, and the Dundee and Newtyle Railway; and this is a point which your Committee feel to be especially deserving the attention of Parliament and of the public. It is, of course, the duty of directors, watching over the pecuniary interests of the company, to maintain the fares at the point which will produce the largest amount of income; an obligation, however, which may operate most unjustly upon the public, and especially upon that class of passengers who are least able to afford the charge."

Let me say just one word about those early instances. Public spirit and patriotism are all very fine things when written with capital letters, and when made the subject of speeches; but when a board of directors have to meet their shareholders, there is one topic which absorbs everything else. The shareholders are not philanthropic millionaires, who invest their money for the welfare of the country. The share-

holders are people who want to get an income from their savings, and, therefore, there are two things present to their minds: What is the dividend? What income am I to get from these shares? What will I get if I sell them? The answer of the directors would be:—We must keep up the dividend. We must keep up the price of the shares. And the directors, acting solely from this commercial point of view, to meet the immediate wish of their own shareholders, cannot try experiments or postpone results. It will not do for a railway chairman to say—particularly in a poor country with poor shareholders—"The policy we are about to adopt may lower the dividends somewhat for the next four or five years, it may lower the price of the shares for the next four or five years." That will not do. People will never stand that; and, therefore, it seems to me that the second proposition which I ventured to submit for your consideration—that what we must have is the administrative bodies of the railways actuated, to some extent, by the interest of the public, and not solely devoted to satisfying the commercial wishes of the persons interested in the lines.

Now let me come almost to the last serious point on which I wanted to address you—the question of State purchase. If you come to the conclusion that amalgamation is so useful as to be called for, I do not think my learned friend will dispute that the only mode by which that can be carried out is by State purchase, but he will not suggest that there is the slightest probability of all the railways in Ireland uniting themselves—that State purchase is the only practical means by which that can be carried out. What does that come to? It comes to the real purpose of this Commission. There has been really no other alternative suggested. It is whether you will do nothing or adopt State purchase.

Now, in some of our discussions and suggestions here, there were some rather general topics referred to, and I wish to work them out once for all. I want, if possible, to separate this question from all possible questions of politics or doctrinal theories, or anything of that sort. These matters I wish to pass over with a sentence. There are a number outside who have very strong views against State interference; they are what we call the laissez faire school. The man whose writings are the classic authority in support of it is the late John Stuart Mill. I do not want to quarrel with the laissez faire people. I want to keep within John Stuart Mill's views, and I just took down them two or three lines on the limits of Government interference.

Mr. Bailew Browne, K.C.—You will find something stronger in Herbert Spencer.

Mr. Roane, K.C.—Mill is strong enough for me. After giving chapters of it, he said that "in the particular circumstances of a given age, or nation, there is scarcely anything of real importance to the general interest which it might not be desirable, or even necessary, that the Government should take upon itself, not because private individuals cannot effectually do it, but because they won't"—because they won't. Now, sir, I ask the Commission, respectfully, is there no hesitation in saying that the only mode of getting this done is by the State, because the private individual most emphatically and certainly will not do it. Now there is another topic, sir, and one which I wish to approach even more delicately. There have been occasionally thrown out suggestions that the views put forward on behalf of the County Councils encroach on the sacred doctrines of free trade, that they are, or may be, tainted with protection.

Mr. Asquith.—Sacred!

Mr. Roane, K.C.—The sacred doctrines of free trade. Of course, I do not dispute that England has been a free trade country for a very long time; and it has always been said—and Mr. Asquith touched upon the subject to-day—the exports must pay for the imports and the imports must pay for the exports, the thing is so obvious that the minute they see it, every country will back it up. I don't know whether the Germans, the French, and the Americans are all fools, but it is rather peculiar that none of them have seen it yet. Now I don't want to get into this controversial subject. Let me assume the free-traders are right.

Now let me go back to John Stuart Mill. There is one objection to the free-trade policy, as Mr. Mill says, and that is, "in the case of a country whose resources and manufactures have not been developed, they require support in order to bring them up," and the most extreme free-trader that has ever lived has never disputed the question, with a country situated as

Ireland is now, that consistently with the most extensive free-trade principles, a certain amount of protection is allowable.

Mr. Balfour Browne, K.C.—Mr. John Stuart Mill said distinctly that a young and rising country—

Mr. Bowen, K.C.—I did not read it; I mentioned it. Chairman.—Quite right—you only mentioned it.

Mr. Bowen, K.C.—Now, sir, assuming that State purchase is the only means of getting it, and amalgamation is necessary, is there any difficulty or any unfairness in applying State purchase to the Irish railway companies? Is it again to use my friend, Mr. Acworth's phrase—within the sphere of practical politics? You will excuse me, sir, if I say that on the basis of the case I may be able to give you a little assistance, approaching it from the legal and constitutional point of view. Let me call your attention to some authorities on this. As you are aware, sir, as everyone is aware, a great part of the land of Ireland has passed through the Landed Estates Court. The property as sold in the Landed Estates Court under the authority of a statute, and that statute—the Landed Estates (Ireland) Act—in the first section, provides that a purchaser of land under that Act should hold it "discharged from all former and other restraints, rights, titles and charges and encumbrances whatsoever from Her Majesty or her assigns, free of all other persons whatsoever, except those mentioned in the deed." Now, sir, that is an absolute statute granted to the purchaser, that he should not only be discharged from all personal rights, but from all State rights. An estate was put up for sale under that, with a rental of £1,000 a year, in the hands of nearly tenants. The rights of those tenants—we will say up to the year 1880—were that they were entitled to be in possession so long as they paid full rent, and until they got six months' notice to quit. What the State purchased to the purchaser was the absolute ownership of the land, subject to certain rights of the tenant, that he could turn out if he liked on six months' notice to quit, and they were bound to pay due full rents of £1,000 a year. And he bought land under that solemn legislative contract, discharged of rights under that statute. What did the Government do when the necessity of the country called for it in 1881? There was a previous Act, a little further back, in 1883. What did the Government do when the necessity of the country called for it—that instead of the tenant being liable to be turned out at six months' notice, because he thought he could do something better with his land, he was not to be turned out at all as long as he paid the rent. But what did they do next? I mean bought a guaranteed rental of £1,000 a year. The Government appointed people called Sub-Commissioners, and they cut down the rent as much as they liked. So—I speak in the presence of Mr. Sexton, who is a master of the statistics on this subject—and I do not exaggerate it when I say, that their first bid was 33 per cent. of the rental. Now let us see how what is done for the national advantage. Here is a national contract, and you are to have it freed from all claims of the State. The great maxim of *salus populi suprema lex*—the supreme law is the welfare of the people; and Parliament thought under these circumstances what is the hardship to the Irish landowner. A man was a property of £12,000 a year warranted to him for ever by the statute, and goes in to buy it. He sees he can pay two-thirds of the purchase money, and borrow the remaining one-third. "I would, then," he says, "£12,000 a year. £3,000 will go in paying mortgages, and I will secure £4,000 a year for my family." He puts all his money in it. What did the State do in 1881? They took away the whole £4,000 a year from him, and left him a peasant. He has to pay the amount of the mortgages—£2,000 a year—and that is the way the English exchequer deals with the vested rights of individuals when the necessity of the country requires it.

Mr. Sexton.—You mean the legislature?

Mr. Bowen, K.C.—The legislature; yes. There is a case in which they have done it. Now, in the name of common sense, what obligation is that in the corporation, where the most fundamental condition of the property is—We give you the temporary control of the highways of the country on the express terms that we shall be entitled to buy it back from you at 35 years' purchase. Just compare the two cases. The first case where it is given absolutely discharged from all public rights; the second case where it is given, that on giving the company three calendar months' notice, and on payment of a sum equal to

35 years' purchase, they are to be entitled to recover." Sir, I heard some talk about this statute being obsolete.

Chairman.—I do not think that was said.

Mr. Bowen, K.C.—But, sir, let me for a moment—with the assistance of my friend Mr. Balfour Browne's book on Railways—let me call your attention to this statute. Mr. Browne says that in 1860 it was applied to the tramways in Ireland.

Mr. Acworth.—Extended to, not applied to.

Mr. Bowen, K.C.—Extended to the tramways of Ireland. He informs us that this statute was brought under the consideration of Parliament in 1866, and the 23rd section was repealed, and the 2nd section was allowed to continue. There is a body, as you are aware, appointed under the Statute Law Revision Act whose business is to cut out of the Statute Book obsolete provisions. Mr. Balfour Browne calls our attention to the Statute Law Revision Act. They repealed section 23, but left section 2.

Chairman.—That is the section dealing with the 35 years' purchase.

Mr. Bowen, K.C.—Yes. It was also brought before the Statute Law Revision Committee in 1871. They repealed sections 15 and 16, but left section 2. But the principal point is how did section 2 come into existence? How did this scheme come into existence? It came into existence under the report of the Committee in 1844, which had for its President no less a person than Mr. Gladstone. But the report contains general views that the indefinite continuance made in the promises of the companies had become unnecessary, and that fares and rates were too high, and they recommended that clause of purchase should be in it before; and in every case since it has been the foundation of the bargain on which railway companies have got powers from the State. Just compare that with what I have shown you with regard to Irish land. There is the express guaranteed discharge from all State claims—here, on the other hand, the bargain is repeated.

I wish shortly to call your attention to an instance which came under my own knowledge of how the Treasury and the Executive Government dealt with a case where the State has a right of repurchase. I will show you, sir, how they dealt with it as a valuable asset, of which they are trustees and of which they are bound to take the benefit for the taxpayer.

The instance is rather an interesting one; it is the case of the Attorney-General or Canning, which came forward in the year 1825, and which I would commend to the attention of my friends Mr. Balfour Browne and Mr. Acworth. I think they would like a little light on the subject of free-emption under the Statute of Uses in Common Law. In the year 1679, Sir Charles II., the gay monarch granted to the Earl Castlehaven, his heirs and assigns, certain quit rents in Ireland amounting to the yearly sum of £400 12s 11½d. Why, sir, they should have taken that apparently from the sale tickets of a cheap shop. I do not know, but we will call it £500, "to hold the same to his heirs and assigns until he shall be paid the sum of £25,000 by His Majesty at one payment." I do not know at what price quiet rents are redeemed—I think it is 35 years' purchase. (A Peier—27.) Twenty-seven years. Well, sir, Lord Castlehaven got these, and I suppose he sold them, and then this old patent was forgotten, and for 200 years that £500 a year—as good as money in the funds—were sold, were put into savings' banks, and finally, through purchase and otherwise, in the year 1825 they came into the possession of an unfortunate family named Cunnings. Their estates were being sold under the Irish Land Act, and when property is sold under the Irish Land Act which is subject to any quit rent, notice has to be served. This old patent, which had been forgotten for 200 years, crept up, and Sir Herbert Jekyll got notice of it. The Quit Rent Office sent it into the Treasury, and in came the Attorney and Solicitor-General with a statute on behalf of Queen Victoria that on the payment of £5,000 these unfortunate people should give up their £500 a year that was worth 27 years' purchase. We fought it hard, sir, and my friend will find some interesting points which we raised on the law of perpetuity. It ended by the Court making a decree that on the Treasury paying £5,000 into Court they should get the £500 a year—and they got it. Now, sir, there is a case of robbing the widow and the

Jan. 23, 1909.

Speech of Mr. Bowen, K.C., on behalf of the Irish County Councils' General Council.

Jan 25, 1893  
Speech of Mr  
Boswell, K.C.,  
on behalf of  
the Irish  
County  
Councils  
General  
Council.

ception. This thing had been forgotten absolutely for 800 years, when the Treasury felt it their duty to interfere and get the benefit of this, and accordingly the Court made an order that on the Treasury holding £5,000 in Court these quit rents should be handed over to be collected by the Crown. Now, sir, with that before us as the mode of action, is it not absurd to say, on the face of it, that this 25 years' purchase clause is not a real and necessary clause to put into force if necessary? Therefore, I would respectfully submit to you that we have made a conclusive case for State purchase, and a conclusion came that the terms of the 2nd section of the Act of 1844 are really terms to be enforced.

Now, sir, I want to say one or two words with reference to the resolutions of the County Councils. I have already called your attention to the remarkable passage in the report of the Commission about the success of the North-Eastern Railway Company, owing to the people being represented and interested in the management; which report, I respectfully submit, ought to carry more weight than the evidence of particular witnesses, it being a considered opinion. Suppose, sir, you have State purchase, will you have the thing administered by the Government? Now, rightly or wrongly, the Irish people have a sublime distrust of administration by the Government. Some of you are not familiar with Ireland, but perhaps a very short anecdote illustrating the views of the Irish public on this subject may be interesting. The body mostly employed in carrying out administrative works is the Board of Works, and as is well known, they make roads, drain bogs, bank rivers and all sorts of work. There was an English antiquarian in Ireland very anxious to obtain the origin of the round towers of Ireland. Going down into the country he saw a very intelligent old inhabitant, and thought he would find out the old tradition. "Tell me, these round towers, have you any opinion amongst yourselves how they originated?" "Well, sir, I have," said the very knowledgeable old man, "they were built by the Board of Works." "Built by the Board of Works?" said the Englishman, "Why?" "Why? Because they are good for nothing!"

Well, sir, there is this distinct; and I think a purely Governmental administrative department will satisfy nobody, and I do not think the Irish members of the Commission will advise you it will be a satisfactory conclusion. Well, sir, if it is not that, next it is not a representative body to some extent. Now here, acting on behalf of these Councils—their general resolutions have been read, and I will not take up your time now with reading them—but the authority I have from the Councils is contained in these resolutions. A gentleman to-day propounded a scheme, but he told you it was his own scheme. I do not, sir, intend to propound a scheme myself, but I ask you to consider your conclusion in suggesting a scheme to bear in mind the main principles of those resolutions, and that is that it should be a body representing the ratepayers to a considerable extent, and representing the County Councils. Now, it is a somewhat significant fact that is pointed out, those most prosperous northern counties in Ireland—I do not represent them, they have not had notice—this matter has been on the tapis for a long time now, and there has been no expression of dissent by these Councils with the majority. A still more remarkable thing, sir, from the whole of Ireland—apart from the railway companies—ratepayers in town and country, commercial bodies, traders, men of property, not one independent voice has come from Ireland against State purchase. That is my recollection of the evidence. If there is, I apologise and withdraw. I asked the question, and I was told, none. I have not gone through it, and if I am wrong your knowledge of the evidence will correct me. But, sir, why should not an Irish body administer this? Mr. Anwirth's cross-examination of one of the witnesses says—"Oh," says he, "if you have a representative body you will have the member for Waterford insisting on a better service for Waterford, and the Galway member insisting on a better service for Galway—you will have different people putting in their own claims."

Mr. Anwirth.—I would rather you did not say that. You must not commit me to that, Mr. Bowen.  
Mr. Bowen, K.C.—I wished to say you took the part of bringing that out in questioning. I ought not to have said you brought it out in cross-examination. May I ask you, did it ever occur to the gentleman who put the question, did it ever occur to him that the

London County Council represent a larger and richer body than the whole of Ireland. Did it ever occur in the case of the London County Council that the member for Islington wanted a better service in Islington and the member for West Kensington wanted a better service for West Kensington. Is it because the one thing is in the hands of Irishmen and the other in the hands of Englishmen? Surely, sir, we might at once admit they have the double dose of original sin.

You have had before you the affairs of these numerous Irish railway companies, you have had the directors of all these companies—big men in some cases, and small men in other cases. From the point of view of a commercial speculation, and a shareholder's point of view, is there anything to lead you to the opinion that these Irishmen in managing the affairs of these companies did not show themselves fairly intelligent human beings, and did not try to show that they obtained the best professional assistance in carrying out their work? Why assume that Irishmen will not do the same thing? Now, sir, assuming that, I will think it possible, thank it right, think it proved, that this modification is necessary.

Let me say one or two words on the money question; very few, because you are much more competent to deal with that yourselves, but I would just like to say one or two words about it. Now, one consideration, sir, I think must be left out of account altogether in estimating this part of the case, and that is the subscribed capital of the companies. What they have to sell, and what they own, is a machine capable of earning so much money. In a case of purely compulsory purchase—I take a case with which I think you are familiar—Mr. Balder Brown is familiar—the case of the purchase of the Water Company in London. Mr. Edward Fry stated in that case pure compulsory purchase—not under a statute in this case—pure compulsory purchase at the measure of compensation price that the people should be given an income equal to that which they previously enjoyed. Equally well secured shareholders should be compensated; that was adopted by the Irish Court of Appeal lately in an important case about the head monks of Trinity College, in which I was engaged. Now, at the income which they were to get, which the owners got, were the dividends. The security is the chance of these dividends being continued to be paid by the concern. I always understood that if you would get the value of a commodity, that the market price was the test. If any man bought all the shares in any one railway company, he would become the owner of the railway—no one else would have any right to it. The first obvious test would be the stock market price, and what the shares are quoted at. I am not going into it, but you have the figures before you. I think there was some discrepancy of some allowance not being made for the Midland, but the fact remains that the shareholders are the owners. I am quite unable to follow Mr. Tallow in his remark. I think it was to the effect that there must be some gold hidden in the share of his company, and that they were worth more than people were willing to give for them. But, sir, taking the figures which were suggested to-day—suggested to a witness, I think, by Mr. Bowen, I think we may put the income of the companies at a sum of £1,047,000. Now, sir, if that were purchased at the 25 years' purchase mentioned in the statute, it would be £41,000,000. Now, let us be pretty clear about the statute and about the increased price by valuation, and let us see which it is. It seems to me, with great respect, it has been too liberally construed. The proviso is that "if they think 25 years' purchase is not inadequate rate—"

Mr. Bowen.—That is, any company?  
Mr. Bowen, K.C.—Yes, sir.—reference being had to the prospects thereof, it shall be left to arbitration to determine what additional amount—"

the addition, sir, is in consequence of prospect—

Lord Pearce.—Hidden gold!

Mr. Balder Brown, K.C.—What are you reading from?

Mr. Bowen, K.C.—The actual words are—"If the average rate of profit shall be less than 10 per cent., and if it shall be of opinion that the said 25 years' purchase is an inadequate rate, reference being had to the purchase price thereof."

Chairman.—I think we are all familiar with the clause.

Mr. Bowen, K.C.—I won't press it further. But is there a prospect of any rapid increase in the value of Irish railways or any increase at all?



Chairman.—If there is it goes to arbitration.

Mr. Bowen, K.C.—Yes, it goes to arbitration. But from the outset I put it that even in the case of pure compulsory arbitration, it does not mean giving them more than the value of their shares.

Chairman.—I do not think the market value of the shares has anything to do with the question. It is 25 years' purchase of the profits.

Mr. Bowen, K.C.—Under the section. But, surely, the principle you have to go upon is to give the people as much as they are entitled to.

Chairman.—But that has nothing to do with the market price.

Mr. Bowen, K.C.—The market price shows the nature of the security.

Chairman.—There are many reasons besides the market price.

Mr. Bowen, K.C.—Very well. The figures were roughly brought out. If this scheme were carried out there would be a considerable saving in working expenses. The figures put to-day were 5 per cent., but there is a very valuable memorandum by the Rev. Dr. Hoshan in the evidence giving the different items. I suppose you remember it?

Chairman.—Oh, yes.

Mr. Bowen, K.C.—Giving the items—first, curiously enough, he says that Sir George Fendley put it as high as 20 per cent. That may be too favourable a view, but divide Sir George Fendley by two, and you get 10 per cent.—that is a sufficiently severe operation to perform upon anybody—to divide him by two. But asking the fullest allowance for everything, you get 10 pence amounting to half a million.

There is a matter on which I should like to say a word. I was very much afraid, sir, the Commission would be under the apprehension that if this matter were handed over to a representative Board of Irish railwaymen, they would be extravagant. Now, sir, you have Colonel Hutchinson Fox, Lord Pirrie, and Mr. Sexton to advise you, knowing all about the affairs of Ireland, and I venture to suggest it is a very grave question whether the danger is not the other way. If there is one thing—if I may use an Irish expression—that the country has a "bely haire" of, it is an increase in the rates.

Already, in the case of these County Councils, in one case I was engaged in, they had a rather expensive litigation at the King's Bench in order to get a mandamus to compel them to put their roads in proper order. And, sir, it is a matter of common knowledge, that when Lord Iveagh and Lord Pirrie suggested a joint motor scheme, the railwaymen would not meet them by putting the roads in proper order. The more serious danger will be want of courage in speculation and want of freedom in expenditure. I want to impress this upon the representative of the Treasury—his design is not destructive, the danger is not excessive expenditure, but the danger is of them erring on the side of too much caution, and I think Mr. Asquith brought it out to-day from the representative of the Councils, that one thing they would not do—they would not increase the rates. Whatever they had to do they would not increase the rates. Now, sir, there is not a very important moral inference to be drawn from that? On no account will they increase the rates, but they are willing to pledge the rates to a scheme. Does not that show the extraordinary moral confidence in this scheme? They are willing to pledge the rates for this scheme, and willing to do that in the belief that the scheme would be a success.

Chairman.—Were the County Councils unanimous on the point?

Mr. Bowen, K.C.—Yes; those I represent, sir.

Chairman.—I mean those you represent?

Mr. Bowen, K.C.—Yes, sir, and the four County Boroughs, that is—Dublin, Cork, Limerick, and Waterford. It is a very striking thing when you find that on no account will they incur increased expenditure. Now, sir, does this not point all in the direction of the North-Eastern amalgamation? The thing is standard by and on behalf of the people, by a body in sympathy with them, administration and customers both interested in it—because the ratepayers become the real owners—and there need not be the least agency on the part of the Treasury that the rates in Ireland will not be sufficient to keep them indemnified. There are one or two instances—

Chairman.—I do not think you need press it.

Mr. Sexton.—The Irish representative of the Treasury, Mr. Stevenson, acknowledged it would be fully secured.

Mr. Bowen, K.C.—I did not know that. Now, sir, I think these are the only observations that I can make that can be of the slightest assistance, without any attempt by me to analyse the mass of technical evidence which has been given. With these observations I would ask you to come to the conclusion that, first, amalgamation is desirable, that the only mode is by State purchase, that State purchase is feasible; that its success is probable, it would be a great improvement on the existing state of things, and it is eminently desirable that the administrative body of the new united railways should be, to a very large extent, of a representative character. With these observations, sir, I leave the case in your hands.

At this stage some discussion arose as to whether the Commission should adjourn for the day, and it was eventually decided that Mr. Balfour Browne should commence his address on behalf of the railway companies at once.

Mr. Balfour Browne, K.C.—Sir, I think the forty-five minutes' extension can be usefully used in answering some of the arguments put before you by my learned friend, Mr. Bowen. He told you—and I regard it as the most important part of his speech—that the railway case had not been met, and I am bound to say, although I have listened with great attention to him, he has not attempted in any way to meet the railway case. He puts forward two propositions, which might have been put forward three years ago, before this Commission sat at all. One, that there should be unification; and, secondly, that it ought to be all managed by an administrative body; and the way he proceeds to prove that is not by referring to the evidence that has been called before you, but by referring to a large amount of obsolete literature, which has all been dealt with by the legislature before. The first extract he referred to, from Messrs. Boyle and Waggoner's book, was of a Joint Committee appointed by the two Houses of Parliament to consider the question of amalgamation, and the Act of 1873, which founded the Royal Commission, was passed on that Report. All the complaints which were raised in the Report were intended to be dealt with by that tribunal, and not only that, when you come on to the next question, my learned friend referred to the ecology of the North-Eastern—which had been an amalgamation of 27 or 28 different companies, and that he used as an argument against amalgamation. But it was used in the Report in favour of amalgamation; and my learned friend seemed to think nothing had taken place since the Report of 1873. But a great deal of water has run under the bridges since then. Amalgamations had taken place since then—over the North-Eastern has been increased since then. We know that amalgamations have taken place in Ireland since then; and, as he told you, an important Committee sat in 1882, and he read you portions of their Report. What happened on that, sir? Again, the Act of 1888 was passed to meet all the complaints which were made with reference to the way foreign companies were treated as compared with home producers; and my learned friend thought nothing had been done with regard to them. That point is dealt with in section 27, which says, "That, provided no railway company shall make, nor shall the Court or the Commissioners sanction, any difference in tolls, rates or charges made for, or difference in the treatment of home or foreign merchandise in respect of the same or similar circumstances." And nobody knows better than Sir Charles Scott, what an important case was raised under that section by the Dock Companies in London complaining of the South-Western Railway for carrying goods from Southampton past the very doors of people in Alton and Petersfield.

Chairman.—Not Petersfield.

Mr. Balfour Browne, K.C.—Yes, Alton and Petersfield were mentioned—at rates which were about 5s. per ton as compared with 18s. so there. That was dealt with by the Commissioners; and all these complaints which have been raised in these old reports have already been dealt with by legislation; and therefore it seems so absolutely ridiculous to ask you to deal with them now—when Parliament has dealt with them—the very grievances in question.

Jan. 28, 1909

Speech of Mr. Bowen, K.C., on behalf of the Irish County Councils' General Council.

Speech of Mr. Balfour Browne, K.C., on behalf of the Associated Irish Railway Companies.

Jan 28, 1906.

Speech of  
Mr. Balfour  
Browne, K.C.,  
on behalf of  
the Associated  
Irish Railway  
Companies.

Now, the case that he referred to, even going back in his recollection, was earlier still, because that was a report of the year 1859 and 1860, and he also referred to a Committee which sat with Mr. Gladstone as Chairman in 1894. It was upon that that the Act of 1844 was passed, and I entirely agree with his legal argument that section 2 as still upon the Statute book, but, as a matter of fact, it has never been acted upon to this day. It depends entirely upon the desire of the State to acquire whether that ever will be acted upon, and I hope before I have done to show that there are many reasons against the proposition which he advanced that the State should purchase the railways. As to what is to be paid for them that is a very different question. If it did go to arbitration, and if there were any prospective value at all in these railways, it is absolutely impossible at this juncture to say what their purchase would cost. One illustration, in the year 1874 two Corporations promoted a Bill for the compulsory purchase of their water undertakings, and there it was inserted in the Act that they should have 18 years' purchase, and their maximum statutory dividends, and the words were "a further sum for prospective value and for compulsory purchase." While their statutory maximum dividends came to no less than £400,000. The award given was £215,000. If there is any prospective value in these railways, and I hope to show you that the prospective value is large, it is absolutely impossible at this juncture to say what would be given. My learned friend referred to the Water Board Arbitration before Sir Edward Fry and Sir John Barry and Sir Hugh Owen. There the water companies did not get one penny too much. It was a perfectly fair award. But what is the result. Everybody living in London has had their water rates increased. That shows the necessity of administration by representative Boards like the Water Board.

Chairman.—That is not the case about the Water Board—everybody did not have to pay more. I pay less.

Mr. Balfour Browne, K.C.—You know there was a public meeting held in the city to protest against the charges. I had the honour of appearing for the London and South Western Railway against the Bill, and I know your rates have been largely increased. I am only speaking of myself as a poor individual—I know my rates have been increased. Sir, they have not reduced the charges in London.

Now I am not, at this juncture, going to refer to the large question that he throw before the Commission of Protection and Free Trade. I have a very strong view myself—I may express it—That John Stuart Mill was right when he said that in a young country it may be advantageous and useful to protect certain industries for the benefit of that country. I go further than John Stuart Mill, and I cannot see why, if in a young country that is necessary, in an old country it should not also be done under proper circumstances. But, sir, when that has to be done it has to be done by the State, and not by any private industry in the country; and I am not going to assume that the railway companies are purchased, but if the railway companies were, I think it would be an entirely false policy even if you had protection, to protect it by reducing railway rates instead of by proper tariffs.

May I say that I think my learned friend, Mr. Roman was a little wrong in referring to rates between England and Ireland as if the English products were foreign products coming into this country. In the future I do not know what is going to happen; but in the meantime Ireland and England are, I understand, one country; and there is no question of foreign goods coming in. If Ireland is to have protection against England, I do not see why my own native country—Scotland—should not have protection against England; Lancashire against Yorkshire; and Yorkshire against Lancashire.

Now, sir, he was not only content with going into questions of arbitrate matters, but also went into the matter of the land in Ireland, and said some very strong expressions as to the policy of these acts. I am not going to follow him into these subjects. That the State has, in many cases, done injustice I am not prepared to deny. I am going to say that if in this case, upon your recommendation, the State were prepared to appropriate the railways of this country, that would be an irreparable injury to the trade of the country, which is a far more important thing, I think, than the mere interest of the

shareholders. As for the shareholders, so far as I can see, if it were left fully to an arbitrator to say what they were to get, and if the arbitrator did his duty, I think the shareholders might be well out of it; but that is a very different thing from saying that that should be done. The shareholders are largely, as you know, people interested in Ireland, just as the people of the North-Eastern district were interested in the North Eastern Railway Company, and I venture to say, that of all the interests in Ireland the railway interest is by far the most important. And I think it would be a very bad thing indeed to take away from the shareholders that interest in the greatest industry of Ireland, because I think it is most important in all these matters to have what are called local consumers. The shareholders of a gas company, for instance, being consumers of the gas, the shareholders of the railway company have profits on the railways, and to dispossess them and merely to borrow your money on some basis in Europe would be a very bad thing for Ireland indeed. They would have their pound of flesh. On the other hand there is a certain amount of give and take; a certain amount of sympathy between the shareholders and the traders of this country, because they are, in effect, one.

Now, sir, my learned friend Mr. Roman said that Irish people had a sublime contempt or distrust of management by a Government Board. I really am not quite sure that I understood what he meant. All government in this country is representative. What he proposes to do is merely to substitute another Government Board, representative in a sense, although he was unlike Mr. Roman and did not follow him into that elaborate table by which 46 people were to be brought together to elect B. He said he would not give you any scheme but his intention was to have a representative Board which, so far as I know, does not differ at all from the Government management which he so greatly deprecates.

Chairman.—I am sure he is under a misapprehension. Mr. Roman contrasted a representative Board as a Board arising from nomination.

Mr. Balfour Browne, K.C.—This Board, that he himself suggested, or the witness suggested, was to have one gentleman sent by the Associated Chambers of Commerce. That is, in my opinion, not direct representation. One gentleman sent by the Treasury—that is not representation, that is nomination—and one sent by the Board of Agriculture, which builds roads and levees.

Colonel Hutchinson P.C.—That was the Board of Works.

Mr. Balfour Browne, K.C.—Then my learned friend told you that he had only been engaged on this case since Sunday night, which accounts for his ignorance in many things, amongst others, that not a single voice had been raised against State purchase. I have particulars of 34 witnesses who have given evidence before you dead against State purchase. I will read the list.

	Question is Irrelevant
Mr. W. E. Shackleton, Irish Flour Millers' Association, ..	877 & 1092
Mr. J. F. Power, Limerick Chamber of Commerce, ..	2667
Sir A. Shaw, Limerick Chamber of Commerce, ..	2665
Mr. Marcus Goodbody, Dublin Chamber of Commerce, ..	2661
Mr. A. Jackson, Sligo Harbour Com- missioners, ..	3172 & 3175
Major William Stuart, Waterford County Council, ..	5254 & 5265
Mr. W. L. Stokes, Limerick Chamber of Commerce, ..	5267
Mr. E. A. Hackett, Tipperary, ..	5247 & 5249
Mr. F. L. Heyn, Belfast Chamber of Commerce, ..	11262 & 11264
Mr. A. Cooke, Belfast Chamber of Commerce, ..	11273
Mr. W. A. Carrin, Belfast Harbour Board, ..	12668
Dr. Todd, Londonderry Chamber of Commerce, ..	12940
Mr. R. Watson, Londonderry Cham- ber of Commerce, ..	14121
Mr. E. Scholier, Irish Cattle Traders' Association, ..	14521

Question in Evidence	
Albion Colliery, Sligo County Council,	16720 & 16721
Alderman Ballastyne, Londonderry Corporation,	16394 & 16395
Mr. J. Kelleher, Londonderry Port and Harbour Commissioners,	17214 & 5
Mr. W. T. Treach, North Riding of Tipperary County Council,	17686 & 90
Mr. Alfred Price, C.E.,	18239 & 18287
Mr. H. M. D. Sanderson, Chancery,	18794
Mr. T. Coscadden, Manchester, and Mr. A. G. Lennan, Castlebar Urban District Council,	20695 & 20735
Colonel G. O'Callaghan, Westropp, „	21390
Mr. Edward Watson, J.P., „	21606
Mr. H. J. Foote, Waterford Chamber of Commerce,	21677 & 8
Mr. W. A. Lindsay, Belfast Chamber of Commerce,	22760
Mr. E. G. McCrum, Armagh County Council,	22771
Mr. John Horan, County Surveyor, „	27728
Colonel Stanton-Crowford, Down County Council,	28028
Mr. Marcus Lynch, Galway Harbour Commissioners,	30840
Mr. James M'Cutcheon, Newtownards Urban District Council,	31680
Mr. J. W. Dooner, C.E., „	32719
Mr. E. G. Henney, Dundrum, Co. Down,	33413
Mr. James Marland, Annesford, Co. Down,	35691
	40637

Mr. *Seaton*.—Surely Mr. Shackleton said he was in favour of purchase himself, though the association he represented had not come to a conclusion upon it.

Chairman.—Will you put that in?

Mr. *Balfour Browne*, K.C.—I will, sir; with the reference. May I say, sir, with great respect, that I do not think this matter will be decided merely upon the individual view of any witness one way or the other, but upon the far wider questions which I hope to put before you. In the meantime, I am referring to what my friend inadvertently said, that no voice had been raised in this particular case against it.

Now, another word with regard to money which I have to refer to. My learned friend said he would say one word with regard to the price, and he suggested that the stock market prices were to be really the foundation of this purchase. I venture to say that in no case in which I have ever been engaged have I ever heard a sale take place upon stock market prices.

Chairman.—I said so.

Mr. *Balfour Browne*, K.C.—It is not, sir, really a case at all. It may be a man is forced to sell his shares. If, on the other hand, as Mr. Roman said, somebody went into the market and tried to buy up the whole of the shares of one of our railway companies, just think what I would put for the last share. Mere quotation on the Stock Exchange is nothing. Inquiry takes place as to the real value, having regard not only to the income, but to the prospects of

income, and the security for the prospects. These are the principal elements which should be considered.

Mr. *Seaton*.—I understood Mr. Roman to say that the measure of value was the profit realized.

Mr. *Balfour Browne*, K.C.—Because a machine may be able to earn a certain income to-day, if it is able to earn double the income to-morrow, you have to take that into consideration.

Mr. *Seaton*.—That, and not the Stock Exchange?

Mr. *Balfour Browne*, K.C.—Those are his words—“Stock market price,” and he took the stock market price; and then he took the average income of three years—I think it was of three years the average he gave—which would be wrong, because I should think the last would be the best guide.

Mr. *Seaton*.—An average of three years was provided for in the Act of 1844.

Mr. *Balfour Browne*, K.C.—Very good. Mr. Roman in his cross-examination of Mr. Tallow:—“On the finance question, may I ask you do you suggest that the stock of these railways is worth more than its market price?” “I think it is,” Mr. Tallow said. “The Midland Great Western pays 3 per cent., and is worth a good deal more than 38.”

Probably, sir, he did not seriously mean that the stock market price was to be the criterion, and therefore I pass from his allegation on that.

Now, sir, the last words he said—I am nearly finished with my learned friend's observations, weighty as they were—the strong belief of the County Councils that he represented—a body which apparently came into existence as a non-political body, and afterwards changed its face and became political and lost some of its constituent parts—was shown by the fact that they were willing to pledge their rates. I have known a great number of people rush in any time, and my learned friend Mr. Roman said that the result of his experience of the Irish people was that instead of their being extravagant they would be the very last people to put anything on the taxpayers of this country. I hope, sir, to be able to show you that if a fair price were given for the property of the shareholders, if the object was, as it must necessarily be, and as every witness who has spoken of purchase has told you it was—to reduce rates—the result would be disastrous to the taxpayers of this country; and if they guaranteed the Treasury it would certainly fall upon the ratepayers of Ireland. So far as I can see that would be a very bad thing for the ratepayers of Ireland. I ask you to say there is no guarantee at all that the taxpayer in this country would be relieved, and I can show you conclusively, from the experience of other countries, that railways in the hands of representative bodies are not so well managed as they are in the hands of private enterprise. I think I can show you from some recent experiences of State-owned railways that they are worked extravagantly; that they are worked in political interests rather than as commercial entities, and I believe I will be able to convince you that my learned friend's argument is ill-founded.

I have said, I think, all I desire to say upon what Mr. Roman put before you, and perhaps it may be time to adjourn, and I will begin my notes in the morning.

Jan. 25, 1906.

Speech of  
Mr. Balfour  
Browne, K.C.,  
on behalf of  
the Associated  
Irish Railway  
Companies.

The Commission adjourned till the following morning at 10.30 a.m.

## NINETY-FIFTH PUBLIC SITTING.—FRIDAY, JANUARY 29TH, 1909,

In the Shelbourne Hotel, Dublin.

Commissioners present.—Sir CHARLES SCOTTER, BART. (Chairman); Right Hon. LORD FERRIS, P.C., K.P.; Sir HERBERT JEXYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON FOR, C.B., Mr. THOMAS SEXTON; Mr. W. M. ACWORTH; and Mr. JOHN AUDLEY FREDERICK ASPINALL.

Mr. GEORGE E. SHANAHAN (Secretary).

Jan. 29, 1909.

Mr. Bailew  
Brewer's  
closing speech  
on behalf of  
the Associated  
Irish Railway  
Companies.

*Mr. Bailew Brewer, K.C.*—May I say, before I begin, that I know you had a very long day yesterday.—(As the Chairman) you personally—and I should esteem it a compliment to me if you would not really sit to-day if you feel in the least fatigued. I know that speeches of counsel can have very little influence upon you when the enormous amount of evidence you have heard, and if it were out of compliment to me you were sitting I would rather a great deal that you only consulted your own convenience, and did not sit to hear me to-day. My remarks will be printed, and if at any time you have the courtesy to see what I have said you will be able to consult the print, and therefore I hope you will consult your convenience and not me.

*Chairman.*—It is very kind of you to say that.  
*Mr. Bailew Brewer, K.C.*—Yesterday I had commented upon what my learned friend Mr. Roman said, and I also told you that on behalf of State purchase he said no voice had been raised against it, and I promised to hand in a list of the witnesses who had spoken against State purchase, witnesses many of whom were in favour of amalgamation, and I have now got out the list. I don't say that I have verified every quotation, but I have verified a very large number of them, and you will find that my statement was right. About 34 witnesses examined before you were in favour of different remedies, some amalgamation into one company, some amalgamation into several companies, but those witnesses whom I have vouched all spoke against State purchase.

*Mr. Serfen.*—As a matter of accuracy—the first name on your list is that of Mr. Shackleton—

*Mr. Bailew Brewer, K.C.*—I have verified that.

*Mr. Serfen.*—If you read questions 1125 and 1127—

*Mr. Bailew Brewer, K.C.*—I have read these numbers this morning, and I will read them now. What I read was this, 1902, upon page 40, 15th of October, 1906:—"You have some reasons for differentiating between amalgamation and State purchase—Those who among us do not approve of State purchase fear that if the railways were nationalised the management might not be as efficient as it is on the present managerial basis, and by amalgamation we mean some form of amalgamation which would retain"—I pass over the interrupted words—"the commercial management, and at the same time eliminate the carrying of goods over long unattractive routes for the purpose of competition among different companies, and that amalgamation also could probably be made to result in economy of management and lessening the expenses of management." Lord Privy Seal—"Fictive then by the State?—Yes, that is the idea. I should like you to understand that it is not the opinion of all our association. Others would like to go further. We thought it right to put before the Commission what we might call the shortest step in that direction, to which we would all assent, as being better than the present state of things." I read that as being Mr. Shackleton's view and the view of a number of his associates in favour of amalgamation as against State purchase, although he very properly pointed out that some of his associates would have gone further, and approved of State purchase.

*Mr. Serfen.*—He said he was unable to speak for his association because it had never taken a decision upon the question of State purchase. At 1126 he was asked—"You think an Imperial department responsible to a Government which is not in any sense responsible to the people of Ireland, would not serve the interests of Ireland?—That is my opinion," and at 1127 he was asked—"But if you had an Irish authority, responsible to Irish opinion, and served by the best available body of experts, you would have the maximum of efficiency?—That is my personal opinion."

*Mr. Bailew Brewer, K.C.*—The personal opinion was exceedingly carefully expressed by Mr. Serfen and swallowed by Mr. Shackleton.

*Mr. Serfen.*—If you know Mr. Shackleton as well as I do you would not say he was the man to swallow anybody's opinion.

*Mr. Bailew Brewer, K.C.*—I listened with great admiration to many of your questions, and if I could only instill them at the Bar I could get witnesses to agree to almost anything.

*Mr. Serfen.*—I can only say that the admiration is deserved at least as well by other members of the Commission.

*Mr. Bailew Brewer, K.C.*—Mr. Roman has referred you to Messrs. Boyle and Waghorn's book with reference to some obsolete literature on the subject of State purchase of railways. If he had chosen to go into literature with regard to Commissioners affecting Ireland he would have helped this Commission a great deal more than he did, because in every instance he referred to, the Commission had reported and their recommendations had been acted upon by Parliament, and it is rather absurd to quote those Commissions now when those Commissions' reports have, so far as the legislature thought proper, been adopted or rejected by the Imperial Parliament. With your permission I want to mention a few of the Commissions that really dealt with the questions that are now before you, because the two questions set up are questions of either State purchase or of amalgamation. That has been considered for the last 70 years, and very various views have been expressed. In 1825 the first of these Irish Railway Commissions, which was called the Drummond Commission, because its leading member was Thomas Drummond, Permanent Under Secretary, sat and inquired into Irish railways. The poverty of the people and the lack of employment was urged as a ground for the Government giving large financial assistance in the construction of Irish railways and also making them subject to State control, and there was also a suggestion that a southern system under one management should be formed, and that a northern system under another management should be formed. So it that year, so long ago as 1825, the two matters were brought before that Commission—the giving of financial assistance and the amalgamation of the railways of Ireland into two systems. In 1829 there was a great public meeting held in Dublin, and it was resolved that an adequate system of railways could not be effected by private capital, and that Government should be urged to take the work into its own hands, thus saving the cost of Private Bill legislation, and

it promised further that the land necessary for the construction of further railways would be given free. A similar meeting was held in the North, and passed a similar resolution. An address to the Queen, signed by Irish peers, headed by the Duke of Leinster, stated that the Drummond Report, which had been made some years before, should be taken into consideration. On the 1st of March in the same year Lord Minto, who was at that time Irish Chief Secretary in the Whig Government, moved that 2½ millions be advanced for the construction of railways by the Board of Works in Ireland, pointing out savings under the head of legislation and land purchase, but giving as the strongest reason for State ownership the limiting of prices and profits to a fair return upon the capital actually expended.

*Mr. Norton*—In what year was that?  
*Mr. Balfour Bruce, K.C.*—That was the 1st of March, 1879. Any surplus was to be applied for the benefit of the Irish people. The motion was supported by O'Connell. It was opposed by Sir Robert Peel, but was carried by a Ministerial majority of 164 votes against 100. That shows that even in those early days, more or less, the same problems were brought before Parliament that are now before you, and I am most anxious to show you that this matter is not a new problem, but that the same old problems are being revived to-day. About the same time Lord Brougham, in the House of Lords, assailed the measure that had been passed by that considerable majority of 94 in the House of Commons. Later on the Government decided to abandon the project. In 1842 an Irish member, Mr. French, revived the subject, urging the Government either to construct railways themselves or give considerable assistance. Sir Robert Peel, who was then at the head of the Government, replied; and one of the witnesses yesterday spoke of the golden words of the Premier of New Zealand, of which I will have something to say afterwards, but I confess that those golden words of Sir Robert Peel. He said that if the making of the railways could be undertaken with private enterprise would step in; if not, they ought not to be undertaken at all. I know, and I will have occasion to comment on it, that the views of certain members of the Commission are diametrically opposed to the view put forward by Sir Robert Peel, but I venture to say that it is wise that railways should be treated as a commercial enterprise, and if they will pay they will be made, and if they will not pay they ought never to be made. He said that if the Irish would only cease to quarrel and would act together they could make the railways by their unassisted energies, or if they would only become peaceable and tranquil capital would flow from England. In 1844 Sir Robert Kane published a book on the industrial resources of Ireland. He objected to the principle of Government control advocated by the Drummond Commission as adverse to those disposed to invest in such undertakings and opposed to the existing English practice, at the same time admitting the necessity for the most careful Government supervision. He pointed out the enormous cost of Parliamentary expenses—on every occasion the Parliament has been attacked unscrupulously. I am bound to say I think rightly, because I very seldom see any benefit that comes from Parliamentary proceedings—but he pointed out the enormous cost of Parliamentary expenses in connection with railway bills, amounting in many cases to £2,000—I have one brand of that sum being exceeded—per mile, averaging not less than £1,000. And urged that England should follow the lead of Continental countries and thus develop the resources of the country. It is an anticipation of many of the questions that have been put by Mr. Sexton to various witnesses that railways should be used for developing the resources of the country, whether they pay or not.

*Mr. Norton*—As in India, for instance.  
*Mr. Balfour Bruce, K.C.*—I am not going to India in the meantime. In 1847, which was the year of the Famine, Lord George Bentinck, then in opposition to the new Government under Lord John Russell, introduced a Bill for advances by the State of loans of £20,000,000 for the construction of Irish railways to relief works, which would be of permanent use to the country. It was very much a case of history repeating itself. To-day afforestation is in place of relief works by railway construction. The Bill was thrown out by 332 to 113. At the end of the session the Government brought in

a Bill to advance £600,000 to Irish railway companies at 5 per cent. to enable them to continue the work—only the Opposition pointed out that it gave the Government a profit of £10,000 per annum, they being able to raise money at less than 5 per cent. This advance, following one to the Dublin and Drogheda Company in 1842, was followed in 1849 by a loan of £500,000. Subsequent advances made a total, in 1855, of £2,304,000 in all advanced by the Government for the construction of Irish railways. In 1860 Parliament advanced £500,000 to help various bankrupt lines to meet pressing liabilities. Up to 1880 the Government had advanced over £4,000,000 loans, besides guarantees given under the Tramways (Ireland) Act of 1873. These loans were first made through the Public Works Loan Commissioners, afterwards through the Board of Works.

*Commission*—All at 5 per cent.

*Mr. Balfour Bruce, K.C.*—No. Some of the later loans were at slightly less than 5 per cent., but still enough to remunerate the Government. In 1855 the Duke of Devonshire's Commission was appointed to inquire into the State purchase of railways authorised since the general Act of 1844. That Act that was relied on yesterday was evidently present to the minds of the Government that appointed that Commission. It was not only to inquire into Irish railways, but for the United Kingdom. That Act provided, as you know, that after 21 years any railway, except railways made or authorised to be made by any Act previous to 1844, might be purchased by the State for a sum equal to 25 years' purchase of the average annual divisible profits for three years before the purchase. The inquiry was extended to include the Irish railways. The Commission reported against State purchase, but they advised that certain special facilities should be given to Ireland for the amalgamation of railways. The Right Hon. W. Moncell, M.P., who was afterwards Lord Emily, associated from his colleagues, and made a separate report, emphasising the expenses caused by the many Irish railways being divided among 26 companies, with separate Boards and staffs of officers, and quoted the evidence of Captain Huish, manager of the London and North-Western Company, who attributed to this divided management high fares, low speeds, few trains, and small returns to proprietors, and reference was also made to another witness, who said that £120,000 a year might be saved by consolidated management. He urged that the failure to develop traffic in Ireland was caused by the independent Boards. Mr. Forbes, at that time manager of the Midland Great Western Company, is quoted in the report as saying that fares and rates in Ireland were prohibitive of any development of the traffic, and that if the rates were lowered, there would be a very large increase in the traffic of the country. Mr. Buge, a Dublin merchant, said, "Our direct import or foreign trade is nipped and undermined." Mr. Malcolme, who was chairman of the Waterford and Limerick Railway at that time, is quoted as urging State purchase, and showing that would result in a very large profit, which might be applied, three-parts to extension and two-parts to reduction of rates and fares—the latter estimate to mean quite 20 per cent. off the existing figures. Mr. Moncell's proposal was for the Government to purchase the Irish railways, consolidate them, and lease them to not more than two or three companies, by tender, for a limited term, under certain conditions as to the rates and accommodation. That principle seems to have been adopted in the recent policy of Belgium with regard to certain light railways, those mentioned to you by Mr. Pratt; the Government no longer seeing to their working, but financing the railways and leasing them, as was originally the policy with regard to the tramways in this country. He was supported by Sir Rowland Hill. The Commission reported, in 1867, while Lord Derby was Premier, "It would be inexpedient to subvert the policy which has hitherto been adopted of leaving the construction and management of railways to the free enterprise of the people on such conditions as Parliament may think fit to impose for the general welfare of the public." Yet there seems to have been a disposition to adopt the views of Mr. Moncell and Sir Rowland Hill, and in October, 1867, a small Commission was appointed to inquire into the financial position and prospects and value of the Irish railways. Then we come to 1869. In 1868 this Commission, which was appointed in 1867, made their report, but were directed further to inquire into the effect of reducing the fares to the Belgian standard,

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the saving that concentration would produce, as well as the result of placing debenture capital under Government guarantee. That was another expedient that had been suggested. They made their further report in December of the same year, showing that the reduction to the Belgian rates and fares would mean a loss of £666,966 per annum, or 42 per cent. of the total receipts; that concentration of management would save £52,000 a year, a comparatively small sum; and the placing of debenture capital under Government guarantee, a sum of £88,000 per annum, the net deficit being more than £590,966 a year, but the Commissioners were of opinion that the receipts from increased traffic would, after eleven years, leave a balance in favour of the Eschquer. They were not sanguine enough to anticipate it at once; but the country was to be out of its money, and to continue paying for eleven years, and after that time they considered that the receipts would meet the expenditure. When the report was made Mr. Disraeli's Government had gone out, and Mr. Gladstone's had succeeded. Mr. Gladstone promised careful consideration of the report, in answer to a question put in the House of Commons, in April, 1869. The Government consideration does not seem to have resulted in anything, for, in 1871, the matter was renewed by Mr. Gore in the House of Commons, in July. The statement was made that the united receipts of the twenty-four working companies in Ireland amounted only to £2,038,600 per annum, and occupied 500 directors; while the Caledonian of Scotland, with 15 directors, managed receipts amounting to £3,000,500 per annum. Lord Hartington (Chief Secretary) and Mr. Gladstone gave discouraging replies. In 1873 Lord Glad Hamilton proposed in the House of Commons that State purchase of Irish railways should be effected. That was defeated by 197 votes to 65. In 1874 Mr. Blanche Hanbury moved for State purchase and the management of Irish railways, and urged it as a means of developing the industry of the country. That was opposed by Mr. Disraeli's Government, and defeated by a majority of 241 as against 56. In 1881 a House of Commons Committee sat on Irish rates and fares, and recommended that the amalgamation of Irish railways be proceeded in every way, including, if necessary, direct Parliamentary action. No attention was paid to this by Mr. Gladstone's Government, which was then in power. In 1883 the Irish Tramways Act was passed, as you know. In 1883 the Irish Public Works Commission, which is called the Allport Commission, recommended amendments of the law relating to railway extension under Imperial and local guarantees, and the application to certain specified works of the amount of guarantee then available under the Tramways Act of 1883, indicating at the same time the mode in which assistance might be granted to other lines and works of importance. The Commission, after dwelling on the advance made by Irish railways during the previous twenty years, and referring to previous Commissions' findings, thought "that while the preponderance of local opinion in Ireland was in favour of State purchase, the weight of expert judgment of successive Governments and of the House of Commons has been against that course, whether considered as an end or a means." The improvement during the previous twenty years, they said, was in respect of finance, permanent way, and rolling stock. On questions of rates, evidence showed that on heavy goods, such as coal and building materials, charges in Ireland were higher than in England; they recommended a permanent Board, to be called the Irish Railway Commission, who would exercise a strong administrative control over existing railway companies, urging forward amalgamation, and at the same time protecting the public interests against the danger of monopoly, which may arise on amalgamation; introducing a general scale of rates and tolls as each amalgamation took place, and safeguarding shareholders from loss by Government guarantee for a term of years. They would further urge amalgamated companies to make desirable extensions with State assistance. No steps were taken to carry out this report. In 1883 the Railway and Canal Traffic Act was passed. That was a very important measure. It was founded upon the report to which my learned friend, Mr. Boman, referred yesterday. It, after very careful inquiry, at which all the traders not only in England but in Ireland were heard before Lord Ballon of Baringh and Sir Courtenay Boyle, determined the schedules of rates and the classification of goods applicable not only to

England but to Ireland. In 1894 the Royal Commission on the Financial Relations between Great Britain and Ireland, of which Mr. Childers was the Chairman, sat, and drafted a report, which was issued afterwards; and the report said they were of opinion that part of the money allocated to Irish purposes from the Eschquer might be used in effecting—without loss to the shareholders—a great reduction in Irish rates and fares, thus anticipating suggestions which have been made here as to the subsidizing of Irish railways. After that there was a great deal of correspondence and literature, which I do not mean to refer to. Mr. Field and others wrote pamphlets, but I am only directing your attention to those lay public matters like the Commissions to which I have referred. On March 20th, 1896, there was an important deputation representing the Irish County Councils, Urban Councils, and other public bodies, which waited on the Right Hon. Sir Horace Plunkett, who was then Vice-President of the Irish Department of Agriculture, in the House of Commons, urging upon him to use his influence with the Lord Lieutenant for the appointment of a Vice-regal Commission to inquire into the whole system of railway communication and railway charges in Ireland. Messrs. Field, Wolf, O'Reilly, Aveland, W. Redmond, and O'Brien, Members of Parliament, as well as Lord Montagu, Lord Dunally, Count Moore, and others addressed Mr. Plunkett. After that the chairman of the various railway companies of Ireland wrote a letter to the 10th of April of that year to Earl Cadogan, who was Lord Lieutenant. They say:—"The attention of the Irish railway companies has been drawn to the recent reception by the Right Hon. Horace Plunkett, Vice-President of the Department of Agriculture and Technical Instruction for Ireland, of a deputation asking for the appointment of a Vice-regal Commission to inquire"—and then it sets out what I have read—"The chairman of the undermentioned railway companies, having their termini in Dublin, think it desirable to lay before your Excellency the following points, which it appears to them deserve consideration by your Excellency before coming to any conclusion. During the year 1891-92 a protracted and exhaustive inquiry was held under the Railway and Canal Traffic Act into the question of railway rates and charges arising out of the report of the Select Committee on Railways in 1881. At this inquiry, which was held in Dublin as well as in London, evidence was given on behalf of the trading interests generally in Ireland as also in Great Britain, and it resulted in the adoption by Parliament of a revised classification of merchandise and schedule of rates and charges which was brought into operation in 1893. Parliament then brought the Irish railway classification of merchandise into conformity with that for Great Britain, and the schedule of rates and charges adopted for Ireland was practically the same as that applied to English railways traversing agricultural districts. The Irish railways have kept their rates and charges well within the powers granted them under the Act embodying this schedule, which is entitled the Railway Rates and Charges Order Confirmation Act, 1895. Under the Agricultural and Technical Instruction (Ireland) Act, 1890, the new Department may, on behalf of, and without cost to individual complainants, submit to the Railway and Canal Commissioners any alleged trade grievance against railway companies. This is a facility in favour of Irish industries which has not been conferred upon the Board of Agriculture in England and Wales, and has met a wish often expressed by traders in favour of an easy tribunal to deal with such subjects"—I am bound to say that the paragraph refers to a deputation in favour of traders which has not been made in any other country in the world as far as I know, for it makes a Government Department a public prosecutor of railways, and they are the only body in this country, I think, for whom a special public prosecutor is provided, except the criminal classes. The letter goes on—"Any inquiry such as that suggested by the deputation would, in our opinion, be calculated to lessen the confidence of capitalists in the stability of railways as an investment, and thereby prevent or retard desirable extensions and improvements of the railway system. For a number of years past great efforts have been made by the Irish railway companies with a view to developing the resources of the country, and that these have been of a successful character is evidenced by the results. In this matter any useful comparison

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can only be made with the sister country where railways are subject to the same legislative conditions, and comparing the year 1887 with 1887, though there was a decrease in the population of Ireland of 9.08 per cent. as compared with an increase of 11.66 per cent. in England and Wales, the results are as follows:—I won't quote these results because although they were satisfactory we have got further statistics of the results now, especially from the evidence that has been put before you in the last Report of the Department of Agriculture, and therefore I don't think it necessary to recumber your notes with these.

These figures, we think, show conclusively that the Irish railways have managed so as to foster the resources of the country, and in proof of this it may be stated, despite the decrease in population in Ireland, the increase in the number of third-class passengers carried by Irish railways during the year 1890, as compared with 1887, was 46.92 per cent., as against an increase in England and Wales of 45.97 per cent. Third-class passenger traffic in Ireland represents about 30 per cent. of the whole. We submit these figures for your Excellency's information, and shall be happy to give any further particulars in connection with the question if it is so desired. That brings my story down to 1893, and I think I can pass over that year also. In February, 1894, a resolution was proposed in the House of Commons by Mr. J. F. X. O'Brien, who moved "That in the opinion of this House excessive railway rates and defective transit facilities generally constitute a serious bar to the material advancement of Ireland, and should receive immediate attention from the Government." To that Mr. Wyndham replied very fully, and the resolution was negatived by 123 votes to 87. But you will notice the words of the resolution, because they are the words that find their way into the reference to this Commission, and it is important to see where the Commission did absolutely spring from. That was negatived, as I have said, but not content with that in 1894, in 1895, on the 15th of March, Mr. O'Connell moved the following resolution in the House of Commons—"That in the opinion of this House excessive railway rates and defective transit facilities generally constitute a serious bar to the material advancement of Ireland and should receive immediate attention from the Government with a view to providing a remedy therefor." These are practically the same words as in the former resolution that had been rejected. To this the Attorney-General replied, but he motion was carried without a division. In 1895 the Irish Reform Association published a booklet—"The Irish Railways, their Extended Development and Influence on Industry: A Plea for Government and State Control." I believe that one of the witnesses called before you, Mr. Wood, was connected with that Association, and claims to be one of the initiators of the movement which has led to this inquiry. On June 30th, 1896, a deputation from the Transit Committee of the Irish Industrial Development Association—that is the one that was represented here yesterday—waited on the railway managers at the Irish Railway Clearing House, and put forward certain complaints. A short time previously correspondence appeared in the Irish press, and was echoed in some of the English papers, in which Mr. Douglas advocated State purchase of Irish railways, and in the July of that year the Government appointed this Commission "to inquire into the present working of railways in Ireland, including light railways, and to report how far they afford adequate facilities for the cheap and rapid transport of goods and passengers within the island and to Great Britain." Up to that point I have no complaint to make of the reference. That is intended to be an open inquiry into the whole subject, but when you read further I have the most serious complaint to make—"what seems have retarded the expansion of traffic upon the Irish lines, and their full utilisation for the development of the agricultural and industrial resources of the country"; that assumes the whole resource laid right through. How did the Government know that it had retarded the expansion of traffic upon Irish lines, and their full utilisation for the development of the agricultural and industrial resources of the country? To that, assumption I give the most emphatic denial, and the figures that have been put before you prove that that is not the case. Mr. Roman was quite right yesterday when he said the answer to that was for the railway companies to say that they had not retarded, that they had developed traffic in this country—and the next sentence

is the same—and generally by what methods the economical, efficient, and harmonious working of the Irish railways could be best secured." Again assuming the whole question, but that it is uneconomic; 2nd, that it is inefficient; and 3rd, that it is inharmonious. Not one of those things has been proved. They had been asserted in those two resolutions in the House of Commons, and the Government adopted that without inquiry. If they had sent the whole matter to be inquired into by you I don't think there would be any objection, but when they go and assume the whole thing it is like what I have already referred to, that is the way counsel sometimes, and even members of tribunals, assume the answer to the question in putting the question, and it is quite easy, if you put a leading question, to get the answer that you desire; and I can only suspect that the Government did really put this in leading question form in order to get the answer that they desired—that we have retarded, that we were inefficient, and that our methods were uneconomic. Now, I say that that must have been done not for the mere purpose of getting at information, but for political reasons, and that is why I object to the reference. A full inquiry into the railways of Ireland, and what had been the results, would, I think, have been legitimate after the agitation of those years; but an inquiry which assumes the whole point in the case seems to me to be unfair to the railway companies, and, as you heard, this is not treated as an inquiry. Yesterday my learned friend, Mr. Roman, was speaking as if he was the plaintiff or a prosecutor, and as if I, for the railway companies, was a defendant, so as if we were in the dock, we are nothing of the sort.

Mr. McSweeney, S.C.—I don't think, with great respect to my learned friend, that that is a fair representation of what Mr. Roman said. You, sir, when Mr. Roman appeared, gave that description of the railway companies. Certainly neither Mr. Roman nor myself ever put ourselves in the position of plaintiffs.

Mr. Balfour Browne, S.C.—Very likely not. Public prosecutors we will call it.

Mr. McSweeney, S.C.—We could not make a statement in any way attacking the railway companies, because we had not the material with which to deal with their evidence. We are only here to present the case that we presented. The phrase emanated with the Chairman, who said that the railway companies should have the last word because they were in that position.

Mr. Balfour Browne, S.C.—It only emanated from the Chairman on the mitigation of this reference. He actually treated them as culprits, because the Government have said, "Here are the railway companies retarding the expansion of traffic in Ireland; they are preventing the development of the agricultural and industrial resources of the country; they are uneconomic, inefficient, inharmonious." If anything puts us into the dock that does.

Chairman.—Let it be clearly understood that at the beginning of this inquiry, upon your own application, some question was raised as to the railway position, and I distinctly told you then I thought that the railway companies were entitled to have the last word, to which you assented.

Mr. Balfour Browne, S.C.—I am not complaining of anything that you have done.

Chairman.—That is the reason I gave that answer to Mr. Roman.

Mr. Seales.—The terms of reference do not say or suggest that the railway companies have retarded the expansion of traffic. They ask in the most plenary manner what causes have retarded that expansion.

Mr. Balfour Browne, S.C.—You have been inquiring into the railway companies; you have not been inquiring into free trade.

Mr. Seales.—We are inquiring into the condition of the country as affected by the railways.

Mr. Balfour Browne, S.C.—I object altogether to the terms of reference.

Chairman.—Of course, there is the reference, and there is no use in objecting to it.

Mr. Balfour Browne, S.C.—If you look you will find you are to inquire first into the present working of railways in Ireland and not into all the causes of depression in Ireland, and next into what causes have retarded—we are brought back to railways, it is clear.

Mr. Seales.—But ultimately it becomes an inquiry into the development of the agricultural and industrial resources of the country, and it is manifest that

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under such a reference there may be causes unfolded which have retarded the expansion of traffic apart from any question of blame to the railway companies.

Mr. Balfour Browne, K.C.—Which have not been brought before you at all.

Mr. Storer.—But the reference makes it quite possible.

Mr. Balfour Browne, K.C.—Unfortunately you will find in acting upon that reference by means of a circular to which I have to refer, you began to take the country for complaints against the railway companies, and not against anything else. We know what the inquiry is. It is about railways, and we are upon our defence. I think Mr. Campbell, when he was with me on the first occasion, had rather got his back up and thought that the railway companies in these circumstances would have been justified in saying, "We will have nothing to do with the inquiry—we will not be put upon our defence," but I and the railways of this country, out of respect to this Commission, who were not the instigators of this reference at all, knowing perfectly well that the Commission, notwithstanding its form of reference, would inquire into the whole matter impartially, we determined to put at your disposal all the information in our power, and I am bound to say so far as I know we have done it.

Chairman.—We must admit you have done it.

Mr. Balfour Browne, K.C.—And as my learned friend Mr. Ronan said, the railway case has not been met. What took place only the other day throws a little light upon it. Mr. Ronan said, speaking yesterday, that Colonel Pae seemed to think with Candide that this was the best of all possible countries and Ireland was the best of all possible countries. I don't gather that that really was the opinion of Colonel Pae. What really was the opinion of Colonel Pae was this. Colonel Pae, in examining Mr. Tafford on Tuesday, drew attention to the terms of reference, as I have done just now, not in the same words, and stated that when the terms were drawn up the statistics of Irish trade now published by the Department of Agriculture were not available. The first report was published in 1906 for the year 1904, and there have been three reports since, and these all show a great increase of imports and exports. Colonel Pae then hazarded the expression that if these reports had been available at the time the terms of reference were drawn up the phrase as to retarding the expansion of traffic on the Irish lines would not have found a place therein. I entirely agree. I will have to refer to those returns of the Board of Agriculture with regard to imports and exports immediately, but I entirely agree that the terms of reference would probably have been put differently, unless I am right in supposing that this is not what it seems on the face of it and that it is a political move.

Colonel Hutchinson Pae.—I think the expression I used was that the terms of reference in that particular would have been considerably modified. That was what I wished to say.

Mr. Balfour Browne, K.C.—I am much obliged. Why I suggest it as a political move is this. The last evidence you have had, the last speech we have listened to by Mr. Ronan, was for the County Councils' General Council, and the proposal that was put before you, not by Mr. Ronan, but by Mr. Burns, as to hand over the Irish railways to a representative body of the South of Ireland. We know that the North of Ireland have ceased to be members of that body, six important industrial counties, because it had been political. And what is this? An attempt to have Home Rule for these Irish railways handed over to the three southern provinces as against the province of Ulster.

Mr. MacSwiney, M.P.—That is not so at all. My friend should not assume that the province of Ulster is comprised in the area of these six County Councils.

Mr. Balfour Browne, K.C.—I will not assume it. Very likely my geography is wrong. But I think you will find, as I suggest, that this is an attempt to get Home Rule for Irish railways handed over to the southern provinces. It would be the small end of the wedge. It is a departure in what some gentlemen may think the right direction—of course, I am not going to argue questions of Home Rule here—and what other people look upon with very great suspicion, and which will have to be determined not by the wishes in Ireland of the people of Ireland or of the majority of the people of Ireland, but by the British

voter as well. Now, I pass from that, and let me say again that this complaint that I have to make of this Commission, and which it is better for me to deal with now and get rid of it, is this circular which followed upon that reference. Perhaps it was necessitated by the reference, but I am bound to say, if you look at it, it invites people from all over the country to come forward and make grievances against the railway companies.

Chairman.—If they had any.

Mr. Balfour Browne, K.C.—I think it rather assumes that, like the reference, I am only dealing with broad gauge. I won't refer to the light. You have first the "draft heads of evidence for traders, industrial associations, commercial and public bodies, etc.," issued by the Commission in 1906. This is not exactly, remember, the way to go about business. It is the way, I dare say, an attorney suggesting evidence to a man who has got to come and make his proof might act, but the Commission should have rather invited in more general terms, I suggest. The heads of the evidence of traders go on, "1st, trade or industry represented." That is a colourable thing. If a man is in business he must say he is. Next, "district affected, railways and other means of transport concerned, nature of complaints as to existing facilities." It assumes the whole thing. And then is put in the nature of the complaints—if ever there was a way of making evidence thus—1st, local, goods, mineral, live stock, cattle, and their effect generally on trade and the development of industries." That, following on this reference, of course, indicates that it has retarded the industries. Then there is—"though sales for goods and live stock, and their effect generally on trade"; and then we have passenger fares—I won't read them all, you know the general gist.

Mr. Storer.—"Whether reasonable or excessive."

Mr. Balfour Browne, K.C.—Quite. Then, 5th, "The management of Irish railways, whether this is regarded as satisfactory or otherwise." Do you really think that if I thought the management of a railway company satisfactory I would ever come to give evidence before the Commission? It is only people who are dissatisfied. Then, "If unsatisfactory, in what respects has it adversely affected the development of the resources of the country, agricultural and industrial, and to what extent has it retarded the expansion of traffic upon Irish lines?"—following the reference.

Mr. Storer.—"If unsatisfactory." Both alternatives are presented.

Mr. Balfour Browne, K.C.—Then we have, "What suggestions are offered that would be conducive to better management and more efficient service with a view to the proper development of the resources of the country"—again assuming that they are not properly developed—"by way of reduced rates and fares"—here is a suggestion to these gentlemen to come up—"and the payment of a subsidy to the companies for a period, or by increasing the number of lines in such districts"—one gentleman did come seriously and say that ten trains could be taken off—"by the establishment of goods and passenger station services in districts at present without railway communication, by voluntary or compulsory amalgamation of the Irish railways, by the nationalisation of Irish railways by way of State purchase." Every one of these topics is suggested to these gentlemen. I could have come and given evidence myself with this list in my hand. Then we have, "Whether the right of appeal to the Board of Trade on certain questions, and the appeal to the Railway and Canal Commission as to excessive rates generally and as to unsatisfactory and improper traffic conditions or arrangements at present open to traders is regarded as unsatisfactory." I confess I think this was making the country for evidence. No wonder you have examined 200 people. No wonder you have had, as Mr. Storer pointed out at page 167, question 47126, "the representatives of a great number of public bodies"—public bodies are public bodies, and, of course, come up on this invitation and give their views about amalgamation and about purchase quite gladly. The last is, "Whether there is any other question that might be usefully considered in determining the causes that have retarded the expansion of traffic upon Irish lines"—that is, not the causes that have depressed the country, but Irish fares—and their full utilisation for the development of the agricultural and industrial resources of the country."



Mr. Scorton.—That opens up the whole question in the fullest sense without suggesting whether the railway companies were at fault at all.

Mr. Rolfow Browne, &c.—I confess I think it opens it in the fullest sense it could possibly do. It winds out from this Commission a fiery cross all over Ireland, and, I say, no wonder you get complaints. The only wonder is that instead of 244 you did not get 244,000. If the resources of the country had enabled you to pay a larger number of witnesses I suppose you could have had them here. Before going absolutely into the evidence of the case I ought to have read a letter from the Chairman of our Railway Companies Association, that is submitted as evidence to you, to Mr. Bryce, written on the 21st of September, 1905. Mr. Bryce was at that time Chief Secretary. The letter is as follows:—"Dear Mr. Bryce—On behalf of the deputation of railway representatives who waited on you on Thursday, I beg to thank you for your courteous reception, and for your assurance that your intentions in appointing the Commission were of the most friendly character towards the railway companies, and that the inquiry was to be in the interests of the railway companies as well as of the public." That did not appear, of course, in the reference, but that was what Mr. Bryce in a confidential mood said. "You were good enough to take the first opportunity of making a public pronouncement with a view to allaying the anxiety of owners of railway property, which we placed before you, both as regards the action of the Commission, and also that the Government had no intention in their minds of compulsory purchase under the Act of 1891. The railway representatives would be very thankful for the publication of such a reassuring statement at your hands." I gather from that that Mr. Bryce had assured them that this was not, as the reference had led us to suspect, really the promotion of railways, but partly in the interests of railways themselves; and that in appointing the Commission the Government had no intention of putting into force the compulsory purchase under the Act of 1891. To that Mr. Bryce never replied. He did not repudiate it. He never replied. Therefore, when we came into this inquiry we understood that the attitude of the Government, however reluctantly the reference might be framed, was to arrive as far as possible at the whole truth about this matter; and in that event, I say that we have done the best we could to assist them. After that preliminary, let me come to the question which really is submitted to you. Now, Ireland is at present a poor country. It is quite true, as I think Mr. Scorton has more than once pointed out, that at one time there were a considerable number of Irish industries, which were very prosperous, and that these were also protected by the very expensive means of transit that then existed. There was not only the protection by means of tariffs, but there was also the protection by reason of the great expense of carrying foreign goods into this country. After 1845, when the trade came into ruin, and after the inauguration of these means of transit by steamboats, which has taken place since, Ireland has suffered, which has no question of it, owing, I think, to those two matters. Whether any manipulation of railways at the present time would have any effect in restoring that prosperity I have very great reasons to doubt, because I believe that the railways of this country have done exceedingly well for Ireland. I said Ireland was a poor country. So far as I know, its industries are confined to the linen industry in Ulster, the shipbuilding in Belfast, and Messrs Guinness's great work in Dublin; and, outside apart, of course, from the important industry of agriculture, about which I have something to say, that is, apart from that other industry which I ask you to protect—the industry of the carriers of goods in this country. I know, of course, it may be behind this movement—I don't suppose that Socialism is so rampant in Ireland as it is in other places—it may be behind this movement for nationalising the means of distribution, railways, that there is the hope of nationalising or socialising even those great industries that Dublin and Belfast carry on, and I for one see no reason in the world why if our countrymen are to be nationalised or nationalised or socialised, why our means of production should not be also treated in the same manner—why shipbuilding should remain a private enterprise and why carrying by railways should become a public one, for the life of me I cannot see. In the same way bankers would also be nationalised, and we would have the happy condition

of things which Messrs Kerr Hardie and other gentlemen think we should have—that of a collectivist State. But I think, I am convinced, that this is the strongest argument in the mouth of a Socialist for the nationalising or socialising of all our institutions—while the population of England and Scotland has been increasing the population of Ireland has been dwindling. There is one significant fact that must be remembered in connection with the railways of Ireland. One-fourth of the whole population of Ireland is in coast towns. That is a most significant fact, when you remember that railway rates in Ireland are to an enormous amount regulated by the competition by sea. One-sixth of the area of Ireland is reported to be in the congested area, and to be in need of public aid, and the one-sixth contains one-seventh of the whole population. The population is mainly a rural population. There are only seven real towns in Ireland—Dublin, Belfast, Cork, Londonderry, Limerick, Waterford, and Kingstown. I have only drawn the line at towns; because Kingstown, I find, the smallest of them, has 17,000 inhabitants. What you might have expected was that the railways would reflect the stagnation of the country and the decay, but it is not so. Not only have we found the population dwindling, but we have found an enormous amount of emigration going on. To parody the well-known line:

"Ill fares the State to many ills a prey,  
Where wealth does not accumulate and men go away."

I say that in spite of the decay of the country generally we find a most remarkable increase in the prosperity of the railways. I only refer you—don't look it up—to the two tables which were put in. You will find it on the 10th of June, 1906, page 70. I have it in the tabular form in which it was put in, which shows that in every respect the Irish railways have done exceedingly well, except in the case of first and second-class passengers. It is in this only that there is any decrease, and this shows an enormous increase in the carriage of third-class passengers, which is, of course, the important public question in Ireland. This table is conclusive showing, first, the capital; second, the miles open; then it shows the passenger traffic, which has gone up between 1891 and 1905 from 22,000,000 to 39,000,000; and the receipts, which have gone up from £1,205,000 to £1,604,000; then for season tickets and others I won't mention; then goods and live stock have increased from £1,463,000 to £1,866,000, and the gross receipts from all sources have gone up from £3,809,000 to £4,185,422. I say, without fear of contradiction, that that of itself shows that we are not retarding the development of this country. The country for itself, unfortunately, is not, until quite recently, progressing. The cause of that we will have to consider, but notwithstanding this decay, the railway companies show that they are carrying a far larger amount, and are being more serviceable to the public, than they were in the earlier years. The same thing is set out in another table, which is set out on page 71, and is a comparison, a most interesting comparison, between the results in 1905 and 1901, in England, Scotland and Ireland; and I venture to say, having regard to the conditions in this country, it shows conclusively that not only are the railways in Ireland doing a great public service, but they are as well-managed as any other railways in the United Kingdom. I see in my learned friend, Mr. Ascroft's, address to the British Association, he said the railways of Great Britain were as well, if not better, managed than any railways in the world. I am perfectly certain that this inquiry will show that the railways in Ireland are as well, if not better, managed than any of the railways in Great Britain. Look at what is happening in Scotland at the present time. The trade and the railway companies are at daggers drawn. Iron, steel and coal firms are threatening to shut down their works for three weeks, and deprive the railways of Scotland absolutely of a dividend altogether. Have you had any such apoplexy in Ireland as that?

Chairman.—That is on the wagon derrings.

Mr. Rolfow Browne, &c.—Yes; an attempt on the part of the Scottish railways, as I gather from the newspapers, to increase their charges against the staple trades of the country. Have you any such thing as that?

Chairman.—Yes. It is done in Ireland. They charge demurrage in Ireland.

Jan 29, 1906.

Mr Rolfow Browne  
during speech  
in behalf of  
the Associated  
Irish  
Railway  
Companies

Jan. 26, 1902.

Mr. Balfour  
Brown's  
closing speech  
on behalf  
of the  
Associated  
Irish  
Railway  
Companies

Mr. Balfour Brown, K.C.—Not in the way they are doing in Scotland. I don't want to go into the subject, but there has been no great revolution.

Lord Foster.—No strike, you mean.

Mr. Balfour Brown, K.C.—Look at the last witness who was examined. Mr. Sexton was good enough to show from Mr O'Connor that that gentleman and his predecessors, who both thought they had grievances, did not complain because of the courtesy with which they were always treated by the railway companies.

Mr. Sexton.—By the officials.

Mr. Balfour Brown, K.C.—The officials always reflect their masters. I am perfectly certain your dog also has a character very like his master.

Mr. McSwery, A.L.—It does not mean to say that they do the right thing, but that they do the wrong thing pointedly.

Mr. Balfour Brown, K.C.—If you look at this table, showing the increase in percentages, you will find it somewhat remarkable. The increase in Ireland has been 35·45 per cent., in England 43·61 per cent., and in Scotland 44·68 per cent. That was the increase between 1891 and 1900—35·45 in Ireland. Is that or is it not a satisfactory sign? Is it alarming?

Mr. Ascroft.—What increase is that?

Mr. Balfour Brown, K.C.—In the gross receipts from all sources, 35·45 per cent., as compared with the figures I have given for England and Scotland, and then remember that the population of Ireland has decreased by 282,370, while the population of England has increased by 5,461,197, and the population of Scotland has increased by 689,885. I am bound to say if the railways of Ireland come to be compared with their neighbours in England or Scotland the comparison will certainly not be against them but will be in their favour. They show an increase in revenue, an increase in the number of passengers, an increase for coaching, for merchandise, live-stock, parcels, and fish, since 1891, and as my friend Mr. Bonan may not have known, 203½ miles have been merged in larger undertakings in Ireland, anticipating, to some extent, the suggestion that amalgamations should take place; but the railways are still progressing, and table D, which I have just referred to, proves the case, which is a very strong one, that notwithstanding the backward tendency of the country the railways are so well managed that they are going ahead notwithstanding the decrease in population. Notwithstanding the decrease in population I think that this inquiry will show that they are as well managed as the railways in England and Scotland, and I agree with what Mr. Ascroft said in his British Association address; I don't know of any other railways managed as well as those in Great Britain, with the exception, perhaps, of some one or two of the great lines in America, but I speak, of course, with great diffidence in the presence of such a master of the subject as Mr. Ascroft. How has this success been obtained? It has been obtained in a legitimate way by giving facilities and by coaxing the public to travel. First, we have accelerated our trains. We have got, as you have heard, more powerful engines; we have laid heavier rails in order that those engines may run. We have strengthened bridges. We have put on breakfast and dining cars, and boggy coaches, we have built hotels of the highest description to assist the tourist traffic, and we give, what I don't think is given in England, but I am not sure, free villa tickets to those who will build houses on our lines in order to encourage them to go reside there.

Chairman.—It is only in some districts in Ireland that that is done.

Mr. Balfour Brown, K.C.—There is not much use in giving villa tickets in Galway. It is done in Belfast, Dublin, and Cork. It is only necessary where you get daily bread travellers.

Chairman.—Those tickets are great facilities, I am bound to say.

Mr. Balfour Brown, K.C.—They are, no doubt. One of the facilities we have given is by sending fish from Dublin to Holyhead to be re-boked there, and I refer to page 13, Question 58317, in which that system is described, and you, sir, stated it was something of which you were not aware. We have done it a great many years, and I think that is a great concession to the trade. And I think—and everybody must think—that concession to the trade reflect on us. It is a concession to us too. In fact I don't want—I would be

the last person to try—to dissociate the railway companies from the trade of this country. We live, and must live together, and I am convinced that every facility we can possibly give, having due regard, of course, to our shareholders—and I will deal with the question afterwards that Mr. Bonan dealt with yesterday—every facility we give is well given if we can afford it. At the same time it would be absurd to give facilities that never would produce anything.

Chairman.—We don't disagree with you at all.

Mr. Balfour Brown, K.C.—For instance, with regard to cattle specials, which were mentioned yesterday, we have been most liberal.

Chairman.—We agree that you have.

Mr. Balfour Brown, K.C.—It is not only that you agree with me, but I want you to quote your speeches verbatim. On page 16 you say: "It seems to me you are too liberal, I may say"—speaking of those specials for cattle.

Chairman.—Then why take up our time in complaining that?

Mr. Balfour Brown, K.C.—Because it is not only your time; I am not speaking personally to you, but that of the larger audience that I have the honour of addressing. If you ask me for my comment, and if I had been asked what I thought of addressing you and trying to convince you on any of those points I should have told my clients that it was absolutely futile, but I do want to put on record the case of the railway companies which has not been met.

Mr. McSwery, A.L.—I wish to say that we did not attack the railway companies. We did not come here to attack them at all.

Chairman.—Mr. Brown is perfectly within his right in what he says.

Mr. Balfour Brown, K.C.—We have established coaching routes and steamboat routes. We have cultivated cross-Channel traffic in every way we could. If there was anything that could have stayed the plague in Ireland this action of the railway companies would have retarded the slow debacle that has been going on. We have not retarded the development as was suggested in the terms of reference. Besides that we have improved our system at a time when certainly English railway companies are busying up their pockets to a very considerable extent. We have made the North Wall extension, which is a great accommodation to the public; we have constructed the Drumcondra Link. The Fingham and Roskilde route to the South of Ireland is also a great improvement, effected largely with Irish capital. But further, we ran specials in connection with fairs, and Ireland is the country of fairs. The evidence shows that there are 6,244 fairs in the year. We carry live stock by passenger trains; we give cheap passenger tickets for markets, cheap season tickets, week-end tickets, Sunday tickets, and various others of those facilities were spoken to by Colonel Ploce. Nothing has been left undone which could encourage or develop traffic. But there was a somewhat stupid allegation made against us that passenger fares were higher in Ireland than in England. It was a mistake. The calculations were made on the average receipts per passenger, and that was irrespective of distance. If I have one passenger going 100 miles and he pays me 1d. a mile it is 1s. 4d. If an English railway has ten passengers going one mile they get 10d. The average receipts are compared 1s. 4d. as against 1d. But, of course, the fallacy was very soon discovered, and admitted, and the same thing was said of goods. I think a real comparison, which has been made and put before you, shows that our fares—and you can only compare individual fares—and rates bear very favourable comparison with those of England. This Commission, of course, is not sitting to inquire into mistakes in statistics, such as that. The only way to arrive at the truth with regard to that is to compare actual rates. You have a comparison on page 72. The evidence was given on the 19th of June, 1900, and it is contained on Table E. You there have a comparison of various places where the distances are approximately the same in England and in Ireland, and you will find in almost every instance it is in favour of the Irish rates, and that under conditions which I will be able to show you, make it more difficult for Ireland to charge low rates than for England, because you heard quite naturally one of the witnesses, even yesterday, who spoke of the very small capital cost of the railways in Ireland as compared with railways in England. It turns out, as I will show you by figures, that the

exported cost of railways in England is not, as he said, six times that of the cost in Ireland, but three times. But the receipts upon the make of railway in England that has cost three times as much as the mile in Ireland are more than three times as large; and the gentlemen who said that the rates and fares ought to be lower because the lines had cost less, had not taken into consideration that question of receipts, which means everything to a railway company. If a railway company could construct a mile of railway for £100, and if it had only one passenger in the year, I am afraid it could not charge a very small rate. But Table E gives the comparison of rates, and as it was fully gone into by the witness at the time, I don't propose to go into it further. But it has been suggested that the railway companies look to dividends, and cannot do what is necessary for the public traffic, or to encourage local industries; and I think somebody said that they wanted industries fully grown, and cannot afford to make experiments. I repudiate that entirely. I saw a very nice distinction drawn a few days ago at this Commission between produced and producible, and it was said that the rates in districts where things were produced had been reduced while rates in districts where things were producible had not; and, therefore, the inference was drawn that for things which had not been produced would be produced if we made a low rate to bring in coal. I don't think that would produce coal; and the suggestion that railway companies aim to anticipate traffic by cutting rates to every place seems to me absurd. If there is a chance of producing traffic, the railway companies have always tried to develop it. They are business people, and every business man knows that it is worth his while to throw his bread upon the water if it is going to return to him after many days. That in an agricultural country ought to be obvious, because you must sow before you can reap; and the railway companies have in a great number of instances advanced in order to develop traffic, the railways being at pains, as you will hear, to encourage local industries. Illustrations have been given of the reductions which have been made. You will find it on the 16th of June, at pages 24, 25 and 26. Colonel Piesse also put in a table of reductions. I don't think it has yet been printed, but in the place referred to a moment ago, in Mr. Tallow's evidence you will find a long series of questions, begun by the Chairman and continued by Mr. Sexton and others, showing what reductions had been made with a view to developing industries in Ireland—reductions of rates which were not immediately profitable, but which were looked to as profitable in the future. And I also refer to that table which was put in by Colonel Piesse. It is printed, but it has not been put into the report. That is a table marked M.

Mr. Sexton.—I think it will be in the Appendix to Volume V.

Mr. Balfour Browne, &c.—I am very much obliged to you. This is a table made for Irish produce to England and Scotland during the year 1905. That is the Table M. Now, sir, just one experiment, which was made with reference to peat fuel. You will find that on page 15 of the 16th of June. In the annual report of the Department of Agriculture for 1906 they state "Inquiries into the utilisation of bogs in Ireland led the Department, in 1903, to institute small experiments in the manufacture of peat fuel on a system which has been found successful in certain parts of the Continent." In 1904 the experiments were continued on a much larger scale at Enny Junction, County Westmeath. The work, however, was carried on under many difficulties. Notwithstanding the fact that the bog is alongside the railway line, it was found that the regulations of the Board of Trade prevented the fuel being loaded on the line adjoining. In 1905 this difficulty was overcome by the erection of a siding. In the latter year the work was carried on by private capital, the Department, however, supplying the five sets of the machinery as well as defraying the cost of the siding and providing a shed and loading bank, which were considered necessary for the proper development of the business. A large amount of fuel was successfully manufactured, and it is hoped that the business will be extended in 1906 with private capital. These, sir, show that for the very purpose of developing that industry a loading bank and shed had been provided by the railway company. But it was an experiment; and what was the result? We provided the siding, and with regard to the siding,

the total cost to the Department was only £245 15s. 10d. That is certainly not a large charge. Mr. Tallow said he fixed the rates after considerable correspondence and numerous interviews with the officials of the Department of Agriculture, Mr. A. S. Lough, who succeeded the Department in this industry, and a gentleman who had considerable experience in Germany with respect to the manufacture of peat. It will, therefore, be seen that the Midland Great Western Company have done what they could to assist the establishment of that industry, which, however, altogether failed. The engine, sheds, and everything have since been sold by auction. What more could we do? Is it true, therefore, to say that we want trade to full-grown? Far from it. We are willing to adventure our capital where there is any chance of getting a trade in the end.

Lord Pirrie.—Was it the railway company put these sheds and machinery up?

Mr. Balfour Browne, &c.—The railway company spent a large sum on the siding and in reducing rates for the purpose of carrying the traffic; but, unfortunately for us and for those who have advanced their capital in the endeavour, we lost our capital.

Mr. McSwiney, &c.—The railway company did not put up the siding.

Mr. Balfour Browne, &c.—The Department only paid £345, and we were at some cost with regard to earthworks and other things in connection with it. But what Mr. Tallow said was, "We made specially low rates for the purpose of encouraging the industry."

Lord Pirrie.—They spent some money on sheds and machinery and part of the works, the railway company giving facilities.

Mr. Tallow.—And we gave as low rates as the German rates.

Mr. Balfour Browne, &c.—We made rates as low as the German rates in order to encourage it, and it failed; and the Department threw away the public money and we threw away, to some extent, ours. Then, sir, we come to the important question of through rates, which I will deal with at some length; but I want to say that it has been said before this Commission that the English companies dictate what the through rates should be. That is quite a mistake. The Irish and English Traffic Conference determine the rates, and that consists, as you will find on page 22 of the report of the 17th of June, of 17 Irish companies and 16 English and Scotch companies, and each company has one vote, and, therefore, the preponderating vote is that of the Irish companies. Very low rates have been arranged, and that is the table that I have been referring to put in by Colonel Piesse, giving the charges upon Irish products sent to the English markets. The through rates for cross-Channel goods traffic are only 8 per cent. of the total goods traffic of the whole of Ireland. The traffic to the ports is one-third; the traffic from the ports two-thirds. A great deal of leakage of empires has to be done. Evidence has been given as to through rates, and I am reading from the evidence of Mr. Tallow upon the 17th of June, 1906. The Chairman said: "It is a general question, and the question is, whether Irish goods out of Ireland are carried at a higher scale of charges for the service rendered than imported goods?"—Well, that is not a question capable of practical application, I think. Some of the witnesses have not hesitated to attribute all the ills of Ireland as being due to the baneful effect of the railways. Thus, the Rev. Mr. Stack attributed the population leaving the country to the action of the railways, as did also Mr. William Field. Mr. Molloy stated that no Irish trader can make a profit out of his business, nor can any local industry be started. Now, there is a nice statement to make! He admitted, on examination by a member of the Commission, that his own business was most prosperous, and he comes here and he makes a statement that no Irishman can make a profit out of his own business. Mr. Boyd charges the railways with having ruined and closed several industrial undertakings; while Mr. Conroy, who is a solicitor, agreed that the decline of trade and, he supposed, the loss of population, can be traced to the operation of the railways. Indeed, Mr. Stack went further, when he gave it as his opinion that the greatest difficulty was one of the main factors why Ireland did not supply England with the twenty millions' worth of agricultural produce, in the form of butter, cheese, and bacon, at present imported from Denmark. Now, that raises the question, and I postpone that for a short time, because I have a good deal to say

Jan. 26, 1909

Mr. Balfour  
Brown's  
closing speech  
on behalf  
of the  
Associated  
Irish  
Railway  
Companies

upon the question, in order to deal with one or two short points that seem to me to cause many in the order of my notes. Let me point out, as I have been trying to do, the position of the Irish railways as compared with the English. Take the working expenses as a criterion of good management. The percentage in Ireland is 61 per cent. of the receipts; in England it is 55 per cent.; in Scotland 56 per cent. You will find this statement given in Table M at page 84 of the 19th of June, 1908. As to Scotland, which is considerably lower, the cost of coal per ton is 5s. In Ireland it costs 22s. 3d. per ton, and the evidence is that on the Midland Great Western Railway it costs 21s. 11d. per ton. The increase in 15 years of working expenses in Ireland has been 45 per cent.; in England 63 per cent. The Board of Trade requirements are as strict upon our country, in Ireland, as upon the more populous country in England. I do not say that they are wrong, but, of course, that puts a heavier burden upon a smaller return. The Irish railways sought by every means to economise, as they were bound to do, because economy is not only for the benefit of their shareholders but for the benefit of the public. They have adopted labour-saving machines and heavier wagons, and heavier locomotives, and therefore increased the length of their trains, and so reduced their train mileage. Fifteen new engines (I think it was Mr. Neale said) had been procured by the Great Southern and Western and now work 65 wagons to the train instead of 45 wagons to the train in the old days. They have reduced the train mileage on the Great Southern and Western by 140,000 miles, and on the Midland Great Western they have reduced it by 33,000 miles; and even on the Cork and Brandon, a comparatively short line, they have reduced the mileage by 20,000 miles by this expedient.

Lord Parnell.—For answer.

Mr. Balfour Browne, K.C.—That would, of course, benefit the public by cheapening the means of transport. The fact that we have economised, however, is to be set against the increase of working expenses. In 1881 the working expenses were £505 per mile; in 1906, £749 per mile. How is that accounted for? It is due, first, and I am sorry to say, largely, and I will have the sympathy of Mr. Asquith in this, to increased rates and taxes. And, of course, they have increased largely in those years. Higher wages—wages are increased by £350,000 between 1881 and 1906—shorter hours of labour; higher price of coal and stores. Net revenue, however, tests again the quality of these railways in the three countries. In Ireland it is 3.73 per cent.; in England and Wales, 4.67; in Scotland, 4.19. Mr. Cantrell's figures, which were given in the evidence of 18th October, 1906, included nominal additions to capital, or what we call watered stock, and therefore they are not so accurate as the figures which I have just quoted, which were given by Mr. Tatlow.

Mr. Scroton.—It was admitted by Mr. Cowie, Secretary to the Midland Railway Northern Counties Committee, that the 2½ millions or so added to the capital of that line on purchase ought to be treated as a nominal addition.

Mr. Balfour Browne, K.C.—Some addition ought to be made to Mr. Tatlow's figures for the Belfast and Northern Counties' watered stock, which was not included. I am told that was a very small addition, but we have taken it out. But we can correct the figure. And we are very much obliged to you, and you will find that reference on page 14 of the sitting of 17th of June, question 4484. Just a word on light railways. Mr. Tatlow gave particulars, and tables N and O were put in showing the light railways that were made under the Act of 1860 and the Acts between 1860 and 1886. Mr. Balfour's Act, which was passed then, was the first that set an example of the principle of State aid by free grant in the shape of capital, and also an attempt to induce the existing railway companies to maintain and work the light railways. Here again we have cast our bread upon the waters. We have contributed to the cost of construction of light railways half a million of capital. That has not been remunerative. It was hoped, of course, that they would be feeders to our lines. We made under the old Acts 200½ miles (you will find that in Table N), and made under Mr. Balfour's Act 305½ miles. The loss on the working of those has been £36,190 per annum to the baronies in ad-

dition to the £20,000 given in 1879 by the Treasury, and that is in addition, I think, to free grants, of course. The receipts do not pay the working expenses. The working expenses, I believe, are 26½ per cent. of the receipts, which shows that however beneficial these railways may have been to people living in those districts, those benefits have been bought at the expense of people who are not benefited by the railways at all; and I go back to what I quoted from Sir Robert Peel:—"It may have been in relief of the poverty of the country, it may have been a Poor Law administration, but it is not a commercial undertaking in the sense in which railways ought to be." Now, there is a head which I do not mean to deal with, and that is complaints of injustice. It would take too long to go over. The ones that were given on the Great Northern have been dealt with absolutely conclusively by Colonel Piers, I think; those on the Midland Great Western by Mr. Tatlow, and those on the Great Southern and Western by Mr. Neale. But in order to show you that I have not overlooked anything I want to give you one or two illustrations. Mr. Shackleton complained that the millers were hurt by the Cavan rate, but Mr. Tatlow showed that no traffic was carried to Cavan at all at a through rate. The complaint was that people in Liverpool could get their goods into Dairing and from Dairing to Cavan at a lower rate so as to injure the Dublin miller wanting to send to Cavan. You will find on the 18th of June, 1908, page 40, question 44871, that no traffic goes to Cavan at all on a through rate, and therefore there can be no injury. Mr. William Field said that goods sent to Galway from Manchester and Birmingham went almost as cheaply as from Dublin. Now, I should like to read the answer to that which was given on the 18th of June, page 44, question 44864.

Mr. Field gave some evidence in reference to Galway rates.—He did. He stated that goods went to Galway from Birmingham and Manchester almost as cheaply as from Dublin, and challenged the railway companies to disprove that. The following is a full and complete list of all the rates, from which it will be seen that those from Dublin to Galway are from 44 to 62 per cent. less than the rate from Manchester and Birmingham. And that table is set out in answer to that question. I am not complaining. These matters are very technical and generally stated without the necessary knowledge, even though, of course, Mr. Field is an expert, for he wrote a book on it, and I saw the other day that he had subscribed most liberally to the expense of sending my learned friend Mr. Bona and my other learned friend here.

Mr. M'Sweeney, K.C.—Most praiseworthy.

Mr. Balfour Browne, K.C.—Now, Mr. Wood, of the Irish Reform Association, stated that on Barman chairs the rate from Dublin to Galway was 50s., and when sent from Barman to Galway, I think, 15s. The answer is that that is not correct. This is the answer given to the Chairman's question on the 18th of June, No. 44940:—"We will deal now with Mr. Albert Wood. I think he gave some evidence with reference to chairs.—Yes; he was absolutely wrong, and he won't answer my letters." (That is a very prudent thing when a man is absolutely wrong.) "I would refer to a statement which was made by Mr. Albert Wood, Secretary of the Irish Reform Association, on the 25th of February, 1907, with regard to the carriage of chairs from Dublin to Galway being 50s. a ton, and that on chairs sent through from Barman to Galway the amount charged from Dublin to Galway was only 15s. per ton. I wrote to Mr. Wood on the 5th of March, 1907, that being anxious to obtain reliable information with regard to the matter I wished him to let me have particulars of the consignments to which he referred, but he never answered my letter. There is no through rate for chairs from the Continent to Galway, but I had the shipping company by whose steamers Barman chairs would be carried, waited upon, and they wrote to me on the 14th March stating that their through rate on chairs from Hamburg to Dublin is 110s. per ton, and that they collect 160s. 5d. per ton from Hamburg to Galway, and pay my company its local rate from Dublin to Galway of 46s. 5d., that being the amount of the local rate, and not 50s. as stated. I deny absolutely the imputation made by Mr. Albert Wood. Our rate, Dublin to Galway, is 46s. a ton, and this is always charged. There is no such thing as a through rate from any Continental town for the traffic." That was again a mistake. I do not want

Jan 28, 1909

Mr. Ballou  
Harris's  
evidence  
on behalf  
of the  
Associated  
Irish  
Railway  
Companies.

to refer to the Midland Great Western Company altogether, and will just take Colonel Pieve's evidence. The Monaghan County Council passed a resolution, which is set out at No. 47660, and I had better read the resolution, and it is to this effect:—"The Ulster witnesses before the Commission, especially those from Richhill, County Armagh, and Enniskillen, have proved beyond the shadow of a doubt that the present system of through rates enables the British and even the foreign manufacturer to succeed as in our own market, while the through rates given for agricultural products, such as eggs, butter, etc., do not enable us to compete with Denmark and Italy in the English and Scotch markets." On that matter Colonel Pieve states:—"I have already stated that Messrs. Lamb, who are the joint manufacturers at Richhill, have through rates, and they have no occasion whatever to make any complaint, and I have shown the Commission the rates for bacon from Enniskillen to Liverpool are the same under the conditions as those charged from Liverpool to Enniskillen. I have also shown what are the rates for Irish products in the English markets as compared with the rates from Denmark, and I think they show conclusively that this resolution is not based upon facts." Again, Colonel Pieve referred to a charge which had been made, that we were making charges over our maximum powers. I think you will find that it was a Mr. Ball that made the charge. I do not think we need go into the question. He says:—"The particular matter in Mr. Ball's evidence was a charge that we had enforced rates in excess of our charging powers, and he handed in a long statement containing a multiplicity of items to bear out his allegation. He, no doubt, obtained his information as to the different consignments by sending circulars throughout the country and collecting as many freight notes as possible, and upon the particulars he merely he makes the explicit statement that the charges are in excess of the company's maximum powers. In the preparation of his case Mr. Ball has taken the rates authorized by the Railway Rates and Charges Act of 1892, which are station to station rates, and he has compared these with the charges made by the company upon goods carried, which include cartage either at one or both termini. A proper comparison, of course, cannot be made in this way, and I have prepared a statement embodying the whole of the facts contained in Mr. Ball's memorandum, showing the actual rate for the various consignments less cartage as compared with the maximum rate, and in not a single instance is the actual rate as high as the amount the company are authorized to charge. Mr. Ball's allegation, therefore, falls entirely to the ground." I do not like to say you, but I should like to give you one from Mr. Duggan, who gave evidence as to the Cavan and Leitrim line, at page 73 of the sitting of 13th November, 1908, question 52628—see Rev. Mr. Duggan. There was a charge made here, and what fell from Mr. Charles Scottin was this:—"You have opened my eyes upon the subject now. The whole thing is so legally and small that it is not really worth while taking up the time of the Commission with it." Sir, these are the nature of the complaints that have been brought before the Commission, and it is really asking this Commission to deal with matters of such trifling importance that it seems to me like applying a steam hammer to crack a nut. I pass over that, and now I come to some of the main matters that have been brought before you. This is a specimen of the general kind of complaints that have been raised, that through rates from England to Ireland are unfairly low and prevent Irish manufacturers doing business in Ireland. Secondly, that through rates, Ireland to England, are too high, and prevent development of business. Thirdly, that local island rates in Ireland are too high and retard expansion. And, fourthly, that Irish railway companies do not encourage local industries, but retard them. Now, sir, there is one matter before I go into these complaints which I think I ought to deal with on the evidence—that I want to mention. A complaint has been made that we have not disclosed the means we get out of a through rate. The idea is that if a railway company can carry from A to B, a part of a through rate, at X shillings, they should be able to carry between A and B, when it comes on a local rate, at X shillings, too. And I am anxious to deal with it, because that is in the public mind a grievance. It is a grievance, of course,

that should not be in the public mind. Everybody knows that the whole policy of Parliament has been to give a lower rate for a longer distance. Not only that, sir, but the Railway and Canal Traffic Acts of 1875 and 1888 give the Railway Commissioners power to grant through rates at lower rates than the local. And it has been decided over and over again that it is not unduly prejudicial against a man who merely sends locally to have goods carried on that part of the route by a through rate at a lower rate. That has been decided, but, of course, we should have liked to assure the public that they are not being treated unfairly in the matter. I cannot altogether open the matter for this reason, that every through rate is made up by two parties. It is not only my own rate, which, of course, you are perfectly entitled to have, and I am bound to have it in the rate book; but a through rate is made up by two parties, and it does not matter to the trader one bit in the world, so long as the through rate is not too much, how much any one of those parties gets out of it. That has been decided over and over again. Suppose a rate of 15s. for the whole distance is a through rate, and that this company gives me the whole 15s., what does that matter to the trader? Or suppose, on the other hand, that I get a just part of the whole 15s., it does not matter to the trader so long as the total rate of 15s. is fair for the whole distance. But I should like to show that from better authority. If you look at page 198, Question 3434, you will see what fell from our very experienced Chairman, Sir Charles Scottin. This matter has been raised, and some gentleman, Colonel Campbell, Harbour Commissioner of Sligo, had pointed out that he did not know what it was, and the Chairman says, "What use would it be to you?" And upon another page he speaks even more explicitly, at page 58, Question 1431A, and makes the point perfectly clear. It was in the evidence of Mr. Riordan, Secretary of the Irish Industrial Development Association. Sir Charles Scottin says, "I do not see what your grievance is. Supposing the railway company, in their judgment, consider it necessary to take a lower proportion out of the through rate, I do not see what grievance you can find because the local rate is higher." Well, sir, that, of course, is conclusive as to the matter between the witnesses, but I am not at all satisfied with that. As I say, I want to carry the public with me. Now, I say, first, without giving away any individual rates—I may say, generally speaking, in many cases, to inland towns where there is no competition by sea, we get, as part of the through rate, as much as our local rate, and sometimes more. That is where there is no competition. Take a case where there is. If you ask me to say, taking for instance, Sligo, where there is water competition, that I can charge from Dublin to Sligo as part of a through rate from England the same as the local rate, it is obviously impossible. I should not carry one ounce on a through rate under these circumstances, because the local rate we will say, from Liverpool to Sligo, must be regulated by what the steamer is paid. Now suppose I did say to the English companies, "I must have the local rate between Dublin and Sligo out of my through rate," suppose I said that not an ounce of traffic would come under the through rate, how would the trader in Dublin, who wants to send to Sligo, be any the better? He would be worse. I will tell you why, sir. He has not got the rate of the steamer. The steamer past carries it all round to Sligo. How would he be worse? He would be worse because the Midland Great Western Railway would not get the money out of the through rate that it is getting to-day. In such a case as that I cannot charge up to my own local rate. But if it were altered; suppose this Commission said, "In every case the local rate must be got," what would be the result? The through rates are the same both ways, and therefore it would increase the rates for goods going to England out of Ireland, and therefore it would be a great injury to Ireland, because, as a fact, double the traffic goes out that comes in. So that poor Ireland would suffer enormously. You have before you a table which is marked E. (I think it was put in by Colonel Pieve), and questions which refer to it, showing how through rates are made up in cases where no competition comes in. Except, however, where we are compelled, we get, as we are bound to do, as much out of the through rate as we can.

Mr. Scottin—I suppose you do that always really—get as much as you can?

Jan. 25, 1904

Mr. Balfour  
Browne's  
during speech  
on behalf  
of the  
Associated  
Irish  
Railway  
Companies.

Mr. Balfour Browne, K.C.—As much as we reasonably can, having regard to the circumstances of the case, and also to the development of the traffic; but it is quite absurd to say "you should change between Dublin and Sligo your local rate," when it would deprive us of the traffic and be an injury to the trader, who is really benefitting by the traffic we get. And there is no greater fallacy in this world than to believe that it is an unimportant railway company that does good to the trader. It is the good companies that are really paying that are valuable instruments. Everybody who lives in London, and knows the railways south of the Thames, as compared with the railways on the north, will tell you that that is so; and it is because railways are not very prosperous in England at the present time, and because they feel that they cannot carry out the capital expenditure that is warranted, that they are seeking powers from Parliament to economize by amalgamation in that country, a policy which may be useful there, but I am bound to say it would not be of the same benefit here. I will refer to Table E, and you will find there how through rates are made up in the case of the Great Northern of Ireland. Now, a through rate, as I have said, applies in both directions, and there is a table, table 1, at page 87 of the 15th of June, 1903, which shows that, that as to hardware which comes in there are 62 cases of rates, and there are only 22 special rates. The people here are complaining that we favour goods coming from England, and we heard yesterday that one gentleman was anxious to have higher rates on manufactured articles, the idea being that we favour the hardware. For instance, from England. Well, out of the 62 rates there are only 22 special rates. In woollen goods there are 62 cases and 50 special rates; and I do not think either hardware or woollen goods compete very strongly with Irish products. There are 62 cases of boots and shoes mentioned, and there are only 9 special rates; soap, 62 cases, and there are 64 special rates; agricultural implements, 376 cases, 128 special rates; furniture, 62 cases, and there are only one special rate. Then as to bacon, and this is from the evidence of Mr. Neale, at Question 47837a, Mr. Neale explained the difference between Irish and American, and on that question Mr. Sexton said that he thought Mr. Neale's was a very thorough explanation.

Mr. Sexton.—Yes, I said I thought it was the clearest account we had received in that particular.

Mr. Balfour Browne, K.C.—Now take the rates to England, as I want to compare the rates inward and outward. Eggs, as every instance, show reduced rates now existing. That compares with hardware, where out of 62 cases there are only 22 special rates. Butter, 115 cases, and reduced rates in 24 cases. Butter, of course, we know as to some extent, imported into Ireland in winter, unfortunately. Live stock and poultry, I think, including rabbits, are practically all conveyed as passenger trains. Now the result of all this policy on our part has, I venture to say, contrived—I do not say it is exclusively the case—to the enormous gain that this country has made in relation to its exports to foreign. This is the return referred to by Colonel Fox the other day from the Board of Agriculture's report. I find in 1904 the quantity of eggs was 5,645,404 great hundreds. It has gone up to 5,675,599 great hundreds, and the money value of that has increased from £2,257,362 to £2,930,539, an increase, in four years, of 29 per cent. That is the result, I say, to a large extent, of these through rates, of the reductions which we have given, as I have shown. Take the butter exported from Ireland in 1904. It was 40,760 tons. It was 40,860 tons in 1907, and it has gone up, in 1905, to 42,301 tons, an increase in value from £3,790,000 to £4,008,000, an increase of 6 per cent in four years.

Mr. Sexton.—That is if you look at the price. There is really no increase in quantity between the first year and the last.

Mr. Balfour Browne, K.C.—I said that the quantity went up in 1905, even when the price was higher. The price in 1904 was £93 per ton, and the quantity 40,759 tons. It went up to £98 per ton in 1905, and there were 40,666 tons. In 1906 it was £100 a ton, and the quantity was 42,301 tons. In 1907 it went back to £98, and the quantity was 40,860 tons.

Mr. Sexton.—The quantities in the first year and the last of your comparison are about the same.

Mr. Balfour Browne, K.C.—Yes. The last year was a depressed year in England, and we could not better our friend so well as we could in former years. Take, again, bacon and hams. There the amount of tonnage has considerably increased notwithstanding the depression. There were 45,075 tons in the first year, 1904, when it was £34 per ton. It went down to 41,000 in the next year, and to 41,053 in the next, and in 1907 it was 48,681, a remarkable rise, and it was 461 a ton, the price, of course, helping it in the market as against the two previous years, the value having risen from £2,635,000 in 1904 to £3,956,000 in 1907, an increase of 23 per cent, in the four years. The value of poultry is the last that I shall deal with. It has gone up from £375,933 to £847,347, an increase of 9 per cent in the four years. And I will just sum it all up by the imports and exports of those years. The imports in the first of those years were £84,140,075, and in the last year, 1907, they were £61,677,235. The exports have gone up from £81,037,545 to £66,821,295. The totals, of course, are made up of these two. I do not want to read them. I am bound to say, sir, that whatever is the reason, those are most satisfactory figures, satisfactory for Ireland, and satisfactory for the railways who are carrying those stuffs from the interior to the sea-port and importing them into England.

Lord Foster.—Do the exports mentioned include machinery, and all that?

Mr. Balfour Browne, K.C.—Those figures include everything. The last big figure I gave includes everything.

Mr. Sexton.—Everything given in the detailed tables.

Mr. Balfour Browne, K.C.—It shows one satisfactory thing for Ireland, that while we all complain of imports as taking away the work from the people, and regard exports as giving work to the people, you will find that the increase of imports in 1907 over 1904 is £7,477,150, while the exports of 1907 have increased over the exports of 1904 by £9,483,702. That is a most satisfactory statement, and I venture to say, sir, that to some extent that has been suggested and furthered by the special rates which we have given, which have fostered the traffic and enabled it to get into the markets of England. I do not want you to refer to it, but on the 17th of June, page 22, question 47760, you will find a list of relations which have been given below the class rate, and, as you know there is more tonnage back to Great Britain from Ireland than from Great Britain to Ireland. Some of the witnesses have proposed equal mileage rates, but I should think that is a fallacy which I really need not refer to at this time of day. There was also a complaint that except the Great Northern Railway Company the rates did not include cartage. The evidence is that so far as the railways south of London are concerned, the Chatham and Dover, and the Brighton and South Western they carry at station to station rates, and on nine railways (page 34) 74 per cent of the total receipts from goods traffic is carried at station to station rates in England. I am bound to say that cartage rates may be a convenience to some people, but to some people, too, I venture to think that the method of cartage rates, to the exclusion of station to station rates adopted by some English companies is a reason for a very serious complaint against them. A railway company is intended to carry on its railway. That is its object. That is what it is for; and when it becomes a town carrier, in the first place, it competes with all its capital, with town carriers, and, in the second place, it charges for that a sum which it will not give back to the trader as a rebate. There was, only last year, a great complaint by Messrs. Pickford and Co. of London, against the railways then who charge a certain figure, say 2s. 6d., and when Messrs. Pickford, who carry to the station, come and ask for the cartage delivery rate of 2s. 6d. that is charged, the railway company says, "Oh, no, we are going to allow you 18 pence." And there is some excuse for the railway company, because they say, "We have our carts; they are there, ready; we have this establishment." But for the trader, I am bound to say, station to station rates are the fair thing, and that if anybody chooses to cart to the station he ought to know from the rate book what he is to be charged from station to station. If a railway does what the Great Northern does, I think it is

convenience to many people who have not carts, but I think there ought to be always, at any rate, on the rate book both the station to station and the C and D\* rate.

**Colonel Pless**—It is done in our rate books.

**Mr. Ralford Browne, K.C.**—It is done in your book.

**Colonel Pless** mentions my attack.

**Mr. Seddon**—Your suggestion would meet every complaint.

**Mr. Ralford Browne, K.C.**—It would. There is a large number of minor complaints that I do not touch upon except those mentioned. Now, as to owner's risk rate, these people complain of, but they are taken advantage of to a large extent. One witness and our servants were less careful when the goods were going at owner's risk rate than when they were going at company's rate. The answer is that the servants who are handling the goods do not know that they are going at owner's risk, and therefore it must be as remuneration of Providence that protects them in that particular case. With regard to complaints about commercial travellers' luggage, passenger accommodation, rolling stock, wagons, &c., I really do not think I should touch upon them at all. As to the cattle traffic, they demand part truck rates, they want daylight service, terminal charges for loading and unloading reduced, I suppose; they want free droppings, cattle banks and fences. This is at many districts practically carried out, and in many other cases it is not carried out, and where there are only a few beasts it is entirely unnecessary. And then with regard to insurance, all these have been, I think, practically specifically answered in the evidence that we have put before you, and I can refer you to the places, but I do not think it would be useful to take up your time just now. As I say, this Commission has something more important to do than to deal with really trivial complaints such as those that I have mentioned. But we come now, sir, to evidence which I cannot overlook, the evidence of the Rev. Father Mehan, and I think it ought to be dealt with. He fell into one or two errors, as is natural. He said the fares in Ireland ought to be less than the fares in England, because the railways cost less and labour was cheaper. Those were the grounds. Now, as to the cost of construction which he took, he said an error of £1,000 a mile as to the cost of the Irish railways. That has been corrected. He has not deducted the normal watered capital which he ought to have deducted; and, thirdly, the mileage ought to have been, but, of course, Father Mehan would not know this, in miles of single track and not of double, because, as you know, in many cases there is a double line, and in many cases a single, and it does not do to compare double and single lines as if they were exactly the same.

**Mr. Seddon**—Is it quite right to count the double line as double cost?

**Mr. Ralford Browne, K.C.**—Oh, no, no. Mere permanent way would be double cost, but the embankment would not be double cost or the cutting.

**Lord Pless**—Or the land.

**Mr. Ralford Browne, K.C.**—I only want to make the correction, because it brings out the figure differently. It is a question of how much. Therefore it comes out that the railways in England have not cost quite three times instead of six times, as he made out. His figures show £67,625 for the English and £32,595 for the Irish mileage. The real calculation, with this correction made in Father Mehan's evidence, which I think was given on the 17th of June, is £31,116. When you come to compare, as I said I would, the receipts, the English mileage receipts are £25,618 a mile, so that if they have cost three times as much we will see whether they earn three times as much.

**Mr. Seddon**—What is that mile?

**Mr. Ralford Browne, K.C.**—The track, the ordinary track mile.

**Mr. Seddon**—Running line in both cases?

**Mr. Ralford Browne, K.C.**—Running line in both cases.

**Mr. Seddon**—Open line?

**Lord Pless**—Track line.

**Mr. Ralford Browne, K.C.**—In Ireland instead of £3,418 they only earn £1,040. Therefore the cost of the Irish as compared with the English is 36.25 per cent, and the receipts 30.43 per cent. It is, you see, just as one-third of the cost and one-third of the

receipts. How under these circumstances can we carry any cheaper? That is merely upon the capital cost as compared with the receipts. But he spoke of labour. Well, unskilled labour is cheaper, no doubt, in Ireland, and to that extent Ireland has a slight advantage, although the Irish people have a slight disadvantage. Skilled labour—I am perfectly certain my learned friend will agree with me—costs as much. I was not referring merely to the Bar, but to the skilled labour on railways.

**Mr. Seddon**—Do you mean skilled artisan labour?

**Mr. Ralford Browne, K.C.**—Skilled artisan labour costs as much in the two countries.

**Mr. Seddon**—Very likely. Labour, however, is cheaper, not only unskilled, but skilled labour if it is not artisan labour.

**Mr. Ralford Browne, K.C.**—The labour of clerks and the whole clerical body, everything except artisan labour. Take, for instance, clerks. I am told they cost less, and we begin then a little higher.

**Mr. Toffin**—A great deal higher we start them at.

**Mr. Seddon**—I should like to see evidence on that point, Mr. Ralford Browne.

**Mr. Ralford Browne, K.C.**—Of course, the difficulty that we labour under as compared with England, and that which I admit, is that coal in Ireland costs a great deal more. It is, I think, one of the great misfortunes of this country that it has not coal, and the other great misfortune is that it has not iron; but if it had those commodities as anything like the same quantities as Scotland and England it would be a very different country to-day. I have not the least doubt that if Scotland had remained a purely agricultural country she would have been as poor as Ireland to-day. I am not going to compare a number of my learned friends who are countrymen of mine with the distinguished part of Irishmen who are to be found in the House of Lords.

**Mr. Seddon**—And Scotchmen too?

**Mr. Ralford Browne, K.C.**—No, sir. In a recent case, where my learned friend here was engaged, there were five Irishmen on the bench and only one poor little Scotchman representing Scotland, and I meant that I am bound to say I think there ought to be a Royal Commission to inquire into it. I do, really. I am speaking seriously when I say that it is iron and coal that have brought Scotland to the position it has. Coal and iron would have made a great difference in Ireland; but I am only now dealing with the cost to the railways. While coal in England and Scotland costs 3s. 4d. a ton for locomotives, in Ireland it costs, on the average, 25s., and on the Midland, 22s. 11d. Under those circumstances I think we can compare ourselves favourably with the railways of either England or Scotland. Now we come to Father Mehan's suggestions as to purchase. It is easy to prescribe the State as a purchaser for every ill. I have not the same enthusiasm for State management that many seem to have. My learned friend said that boards were held in sublime contempt here. I am bound to say that I regard Government management, which is always by Boards of some sort, as quite worthy of sublime contempt. The only success that they have ever had, so far as I know, is in relation to the Post Office, which is generally quoted by socialists as one of their great successes. Sir, I do not think they have been successful there. You have no means of comparison as to what might have been done by private enterprise in the distribution of letters or parcels. What have we got in the Post Office? In the first place it is what the railways are not. It is an absolute monopoly. You would have no monopoly here then. Secondly, the Government is opposed to every improvement such as telegraphs and telephone till, forced by public opinion when they were successful, the Post Office has acquired them, again blighting this department of enterprise. Every improvement of the Post Office is from the outside, never from within. Who is looked to by the country generally as having made improvements in the Post Office? Her Majesty's House stands higher, sir, than any Government official. The Post Office work is mainly discharged by private enterprise. The railways carry their letters, the railways carry their parcels; and it is a business which requires neither invention, manufacture, nor speculation. Otherwise it would have failed completely. But I want to read what a good authority, the late Lord Farner, said about the Post Office.—"It has got the use of an existing well-known agency where the only difficulty

Jan. 25, 1896.

Mr. Ralford Browne's closing speech on behalf of the Associated Irish Railway Companies.

Jan. 29, 1920.

Mr. Bullock  
Brewer's  
closing speech  
on behalf  
of the  
Annotated  
Irish  
Railway  
Companies.

Was one of organisation, where there was no great experiment to be made, where there was no risk of great losses, no hope of extraordinary gains. There is very little of that speculative element in it, which is in a life full of commercial activity. It has not avoided one peril, the difficulty of dealing with a large class of servants. No one, who has watched the progress which the servants can bring to bear on the Government through the medium of the members of Parliament, will undervalue that danger. If that has been a danger with regard to the Post Office it would be a danger infinitely worse with regard to the railways. At the present time we know that the municipalities in England are employing a very large number of officials in connection with their tramways and other industries, and that there is really growing up, as Lord Farrer pointed out in the case of the Post Office, a serious danger in those municipal undertakings which are conducted by corporations. But as to railways, I should like, before going to Father Michael's evidence and calculations, to ask, "Have they been successful in other countries?" I confess that I do not think that the State management of railways impresses me with much admiration. Those who know the Italian railways will not take them as a good example of State management. The cost of working the Italian railways is no less than 88½ per cent of the gross receipts. Even in France the State railways are worked at 74 per cent of the gross profits, while the companies' railways are worked at 50 to 52 per cent. Take an illustration which I borrow from the address of Mr. Awerth. The Chilean Government own 1,600 miles of railway out of a total of 3,000 miles in the country. Those in the hands of the companies are said not to be the best lines, but they pay. The Government railways accept hardly over the working expenses of those 1,600 miles.

Lord, *Phileas*—Is that from Mr. Awerth's address?

Mr. Bullock *Brewer*, K.C.—Yes.

Mr. *Steeles*.—The Government may have the best lines there?

Mr. Bullock *Brewer*, K.C.—I do not know, sir. They have made them bad. That is my impression. In Canada there is a State railway 1,500 miles long, and although its earnings are £20 a mile a week, equal to any of the United States Railways, it hardly pays its working expenses. The Brazilian Government at one time owned 11,000 miles of railway. A long length of this was sold to companies, which are doing fairly well, but even now 1,800 miles are operated by the Government, and the receipts of these, roughly speaking, do little more than balance the working expenses. Caution that when you get that dead head of the Government you get failure. Take the Swiss. I saw by the Swiss Railway Budget of 1908 that it provides for a deficit of £252,000, and from the diplomatic and consular reports of this year, 1909, the deficit is £245,000. That is one of the most recent experiments. The consular report says, "The situation of the Swiss railways has been most seriously compromised by the losses incurred by the Federal railways, for which, now that they have been acquired by the State, the Federation is responsible. These losses, as will be shown in the course of this report, are not occasioned by a falling off of traffic receipts, but are due to an abnormal increase of expenditure, which is causing considerable anxiety and has raised the question whether the administration of the railways, once they have become State property, has in fact been beneficial to the State." That is our consular report. The question with special reference to the reduction of expenditure was fully discussed by the Board of Direction Generale of the Administrative Council, which referred it to a Committee of the National Council, who have now, as the budget is being considered, issued a report which has drawn universal attention to the subject. There are a great many other extracts from this report which show the enormous loss that the railways are making in the hands of a wise and prudent people like the Swiss. Again I say it is the result of Government management. I find in the *Railway News* of January 22nd (that is my only authority) this statement:—"A telegram from Brussels to the *Financial News* states that in view of the steady decline of the financial results of the Belgian State railways, the proposals which have at various times been brought forward—in point of fact in 1899 and 1905—to separate the operation of the State railways from the general budget will be seriously taken into consideration. The deficiency which attained in 1907 seven

million francs reached, in 1908, twelve million francs, and while in France, for instance, the proportion of the working expenses to the takings is between 50 and 55 per cent, the rate on Belgian State railways is 68 per cent, and above." Are those indications that we should like to follow? As to the German railways I confess I do not see that they are successful at all. They have been used for a great number of political purposes. A book has been written on the nationalisation of railways by a very experienced person, who is a solicitor of one of the longest lines in England, Mr. Dixon Davies, and he refers to the action of the German railways, of which I will just give you one illustration. The agreement of East Prussia, petitioned for a reduction of rates on their grain to the Rhine district, which had remained the same for eleven years. They were so high as to be prohibitive, so that the corn had to be sent by water to the Baltic, whence it was transferred to a ship which took it all round Denmark to Rotterdam, and thence up the Rhine. They at last refused to vary their uniform system of rates, but extensive crop failures induced the Government to give a lower rate so that the raising and manufacturing population might get cheap lines. Thereupon the farmers and millers of Saxony and other parts protested, and they threatened that if they were not restored to their natural advantages, their representatives would not support in the Reichstag the Government policy with regard to the treaty with Russia. Under this pressure the Government gave way, and in 1894 restored again the prohibitive rates of 1877 against East Prussia. Are those satisfactory examples? Now we get to Father Michael at once. He thinks there would be a great saving. That is what they thought in Switzerland, and now they are paying £284,500 for them, what? He estimates the saving at £153,256 per annum. How does he get it? He gives fresh stock for the present holdings at 3½ per cent, to give the same income as at present. So far there is no saving. His second proposal is that as to the preference stocks which are £10,497,226, and the average dividend of which is 3·07 per cent, he is going to convert that into 3½ per cent, but he deducts 10 per cent from the capital before conversion. Well, why? Because, he says, it is a better security. I do not think so, and I do not think that the holders of the stock would think so. But this is the way he saves. By confiscation. He has confiscated one-sixth part. If he had deducted 50 per cent, he would have shown better results of course. I should have done that if I had been at it. But would his proposals be converted to? He thinks, owing to the present danger the bondholders would welcome his proposal. What present danger? Is the country so bad? Are those statistics that I have given you indicative that the danger is great? I should think that they show a fairly good future before the Irish railway companies, and I should think his proposal would not be welcomed. Then he comes to the ordinary stock of £15,114,121, of which the average dividend is 4·08 per cent, and here again he proposes to deduct 10 per cent of the nominal capital, and then give, not 4 per cent, but 3½ per cent. Irish stock. After a deduction of 10 per cent, of the nominal value the holders would have to suffer a deduction of 56 per cent from the average dividend, and he thinks that would be welcomed. The increase would be reduced from 4·08 to 3·15. This, sir, is confiscation. I say, poor, having regard to the fact that Father Michael is a designer, a priest, I may call it Christian socialism. At the best, if the railways were to get from the State what they were earning, where is the gain unless there is to be a tremendous development in the future. And for that development I venture to say that the railway companies ought to be paid. When you take from me my share against my will when I do not want to sell—if I am on the market it is a totally different thing; but when you take from me my share you take all my principal. You take not the dividend I had last year, but you take from me the dividend I might get next year and the next. We get hundreds of people in this country complaining that even good railways don't pay, but they buy stock in the hope of at some time realising a considerable profit for themselves. But again, if anything were given for prospective value, or, if, as I believe, dead and non-paying lines would have to be paid for, then Father Michael's calculations are, of course, entirely wrong. Upon what basis should



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non-paying lines be purchased? He estimates that they are to get—and it is a mere assumption—5 per cent., I think, and 10 per cent. for debentures and preference, and 5 per cent. for their ordinary. Now take the analogy of tramways. Tramways are bought irrespective of profit, and the arbitrator under section 43 is forbidden to consider this point. Are they ever bought in that way? No. The House of Lords has determined that the purchase of tramways is to be taken in this way—the capital value of the tramway as it would cost to lay down today, with depreciation. That is the value of the tramway. Why should the holders of any one of those non-paying lines get less? But if they got anything like that, away goes this hypothetical figure of 10 per cent., deduction of 5 per cent., and all, and Father Meehan would find that if he was a capitalist he had made a very poor bargain, indeed, in buying the railways of Ireland.

Mr. Ascroft.—If the railway is earning profits you suggest that it is to be valued on the basis of those profits?

Mr. Balfour Brown, &c.—Yes.

Mr. Ascroft.—If the railway is earning no profits the only fair basis of valuation is, you say, reproduction with depreciation; in other words, it would be more profitable to have a non-paying railway than a paying one?

Mr. Balfour Brown, &c.—It might. I only remember, I think, one case where a waterworks was bought under the Act of Parliament, and the waterworks had only just been started. They had got their pumping scheme, and had got their pumps and supply pipe, and they had laid down a number of pipes, and they had not earned a penny of profit, and the arbitration took place, and there was paid the cost of putting up the works, and the money that had been expended for securing the consents. I gave you the analogy which, I think, is a good one, where Parliament has said you are not to take into consideration even on future profits in the case of a tramway, and the House of Lords have said it is structural value, less depreciation.

Mr. Ascroft.—But you will agree with me that in the case of the tramway it is repayment of only a part of the capital cost, not compensation. When a light railway is made at a very big expense, on your principle, and does not pay working expenses, the tramway method of valuation would mean giving the company very much better terms than it would get under the Act of 1884, which surely applies to it at present.

Mr. Balfour Brown, &c.—In the case of Dudley, before the House of Lords, the other day, there were some of the light railways which were valued structurally because they were earning no profits. The company claimed to be paid for other lines upon the basis of their earnings, and the structural value in the case proved a very much larger value than the profit would have been.

Mr. Scotson.—Would not this case be governed by the circumstance that the lines were constructed upon statutory notice that they might be bought on certain specified terms?

Mr. Balfour Brown, &c.—In the case of tramways it is.

Mr. Scotson.—No; tramways.

Mr. Balfour Brown, &c.—No; in the case of railways it is not.

Mr. Scotson.—The Act of 1884?

Mr. Balfour Brown, &c.—The case of the railways is governed to a certain extent by the Act of 1884, but the Act governing the case of the tramways says that at the end of the term any local authority in the district may, upon giving notice, purchase the undertaking on the terms of their buying the tramway plant, works, and other things, but paying nothing for past or future profit or goodwill.

Mr. Scotson.—But the Act of 1884 does not have the price of the railway upon a reproduction value, less depreciation?

Mr. Balfour Brown, &c.—I do not think that you will find that the Act of 1884 is the Act under which these railways will be purchased, if at all.

Mr. Scotson.—I only put the question on that Act.

Mr. Balfour Brown, &c.—Suppose the Government did really make up their minds to purchase the railways of Ireland, and gave notice under the Act of 1884, I think that probably it would be 25 years' purchase of the average dividend for the three years, but you are asked here by certain people to recom-

mend that. If the purchase takes place it won't be done under that Act, but under a general Act for the purchase of all railways in Ireland. The Government have not got the money to do it. How are they to raise it? How are they to compel me to reduce my dividend? How is Father Meehan's scheme to be carried out? Only by another Act, and on that Act when it is passing through the House, I think it will be pointed out that 25 years' purchase is absolutely confiscation, is ridiculous. Twenty-five years' purchase was good enough in 1844. Thirty-three years' purchase for the railways would probably be good now. I know water companies have got 30 years' purchase and gas companies 25 years' purchase. It is absurd to say that a railway is only worth 25. Parliament would probably modify that, and, therefore, all these calculations of Father Meehan's based upon the Act of 1884 seem to me to be calculations made in the air.

Mr. Scotson.—That is all anticipation—no doubt by a great authority—but I was simply asking about the Act of 1884.

Mr. Balfour Brown, &c.—I admit that the Government could buy them one by one under the provisions of the Act of 1884.

Mr. Ascroft.—And the light railways paying nothing would get 35 years' purchase of nothing plus a sum for potential profits.

Mr. Balfour Brown, &c.—I ought to put in a caveat that the Act of 1884 applies at all. Under section one there was a power to reduce the rates, and section two does not apply during the continuance of the reduced rates, and it would need to be signed, and it would have to go to the House of Lords. That would be another addition to the £100,000 wanted in Parliamentary expenses. It would have to be signed whether the reduction of rates in 1888 had not abrogated section two of the Act of 1884.

Mr. Ascroft.—Surely, that only applies for ten years after the reduction.

Mr. Balfour Brown, &c.—No, sir. I think "while the reductions exist" are the last words of the section.

Mr. Scotson.—In the case of a light railway not making profits and guaranteed by the houses there would have to be new legislation for the purpose of extinguishing the guarantee.

Mr. Balfour Brown, &c.—Certainly.

Colonel Hatcheson Peet.—It is in the first section of the Act, "while such varied scales of tolls and charges shall be in force." That was only when they existed.

Mr. Balfour Brown, &c.—Possibly. But there is a revised rate in force now. It is a very moot point. I am not going to say that it would be decided in the way that I have suggested, but I fancy this would be done by legislation which would deal with the equities of the whole case. But the object of this purchase, as I understand it, is not to continue things as they are, but to reduce rates somehow. Now, if you buy this undertaking at the sum it is worth to the railway companies no reduction of rates is possible at all, except by State assistance. Where is that to come from? I understood Mr. Evans to say that the Government of the country was to guarantee them to pledge their rates. The Government to guarantee without any control at all? The Government would not do that, and the pledging of the country rates is going back, of course, to the real principle of the national grants, which are not popular, I understand, and which are a serious clog round the neck of many of the businesses in this country. But if a reduction of rates were to take place on anything like the basis of Mr. O'Connor's pamphlet, the pamphlet that Mr. Evans had not seen, and which Mr. Scotson most ably cross-examined him upon at great length yesterday.

Mr. Scotson.—I think it is a very entertaining pamphlet.

Mr. Balfour Brown, &c.—And the examination was even more so, if I may say so. If Mr. O'Connor is right, that reduction of 25 per cent. would have to be made. That would be, as he calculates, a loss of £1,048,000. This estimate is good, but we have had estimates from others. Alderman Reigh, of Dublin, I think it was, questioned 17500, was not content with Mr. O'Connor's massive reduction of 25 per cent. He wanted a 40 to 50 per cent. reduction of rates, which, instead of being £1,048,000, would be about £2,100,000; and Mr. Shack, at question

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1882, asked for a reduction of 50 per cent. Mr. Curmley, questions 1893 and 1894, asked for a reduction of one-third. These are the expectations that have been excited by this Commission. These are the expectations that the Government would have to satisfy if they bought the railways, and for that there would, I think, be serious agitation in the country. I think gentlemen standing for Parliament would very likely use this as a means of exciting the feeling of the people. They would say, "Here is a Government that bought the railways of Ireland on a promise that the rates would be reduced." Mr. Egan in his State Socialism says, "No, we will not put the burden on the rates. We would rather increase the charges on the railway." There would be a howl going up from Ireland that would make a greater noise in the world than the carabanks of Calcutta.

Mr. Scroten.—He says he would not raise anything in price.

Mr. Bailew Brown, &c.—If not, what would be the use of the whole thing? There is a way of preventing an increase, for any increase has to go before the Railway Commission and be sanctioned. In the hands of Government I do not see anything that would produce it except such pressure as was brought to bear on the German Government when they were threatened that the treaty with Russia would be blackballed or voted against in the House, and when they yielded, as weak Governments always do, because they prefer the portfolio of office to the interests of the State.

Mr. Scroten.—Even strong Governments do that.

Mr. Bailew Brown, &c.—I said all Governments; I make no exception, and I am bound to say if there was an Irish Government constituted in Ireland itself it would be liable to the same pressure. I won't say acquiescing. And therefore the question for the people of this country is, whether they are going to take upon themselves an intolerable burden, whether they are going to further the ends of Socialism by nationalising the railways, and I believe the people of this country, if the issue was fairly put before them, would say, as the thirty-four witnesses that I have referred to this morning said, "We are against State purchase." But what economy could be effected? One of the Commissioners reported that £28,000 could be saved. What are the savings? You know now, sir, that the whole of the directors in Ireland got £18,656 a year, and, while I am upon it, let me say that I want to deal with amalgamation, but the directors of six of the large companies got £18,200 out of that £18,000, so that the little companies really got nothing out of that very small sum.

In Ireland there is no such competition as there is in England. If you look at the map you will see those three great systems dealing with it, the Great Southern, the Midland, and the Great Northern touching at only one or two points, and those points of comparative unimportance. It is not as if there were two systems running between Dublin and Belfast. If there were these would be active competition. You know, of course, that there are three railway companies running between such stations as Sheffield and London. A complaint was made by the member for Sheffield, Sir Edward Vincent, that those railway companies were starting trains at precisely the same hour, empty or half empty; that there were 12 trains carrying Pullman cars and dining cars all the day when nobody wanted them, because they could go by another train, all in competition with one another, and that, of course, is no good, and in a case such as that some amalgamation or consolidation might result in enormous gain. What could the gain be here? There is really an active competition that could be got an end to by consolidation or amalgamation or State purchase. In England we know, of course, that there are armies of canvassers tooting for traffic to an enormous extent. It was stated that the Irish railway companies had eight offices in one of the principal streets of Belfast. It turned out that there were only two offices belonging to Irish railways, and that the others mentioned in Mr. O'Connor's pamphlet all belonged to English railway companies tooting for traffic in this country. In England and my own country the amount of canvassing is enormous. In Ireland what is the fact? On the Midland Great Western they have one canvasser. What is the saving to be effected there? Nothing at all. On the Great Southern also they have one.

Sweep these two canvassers away, and these are the gains that are to be set against the enormous expense that would be involved in other ways, because you must not forget that amalgamation or State purchase means a very considerable increase of expenses. The small lines in the country at the present time pay small wages. Mr. Scroten referred to the fact that unskilled labour in Ireland was cheaper than in England. It is cheaper, of course, at the periphery of Ireland than in places like Dublin or Belfast, but if it became one amalgamated company or if it became three amalgamated companies the rate of wages would certainly go up all over the line. It might be a benefit. It might better the class of rolling stock, but it means expense. In fact, I think you will find that there are various ways in which the expense would be increased. I remember that when the Great Southern was amalgamated with the Waterford and Limerick the Waterford and Limerick had their locomotive shop and wagon shop at Limerick. Amalgamation would, no doubt, have tended to move these and concentrate them with the Great Southern and Western shops. That would have been economy, but Limerick objected to that, and quite naturally, as it was taking away a local industry from Limerick, and a clause was put in the Act compelling the Great Southern to keep on this locomotive shop at Limerick. And I have here the evidence of Mr. Barrington for the West Clare and South Clare Railways, and I see that Mr. Scroten said here—"Since you have got the rolling stock made in your own shop has the cost been 45 per cent. less than when you bought it in England?" and the answer is—"Yes, and it enables us to keep 75 men in employment in a little place like Ennis." It is quite natural that local industry should be protected if you can, but you will have to look at the facts given you by Colonel Pless at Question 4660.—The Great Northern receipts after amalgamation went up 9.99 per cent. The working expenses went up 10.85. "Where is the saving from amalgamation? Instead of a saving it is increased expense."

The Commission adjourned for luncheon.

Mr. Bailew Brown, &c.—Sir, you will remember that when I was speaking of the net revenue of the Irish railways, Mr. Scroten was good enough to point out what I had a note of—that is the cost of the Belfast and Northern Counties, the watered capital had not been taken into consideration. I have since had the figures worked out, and they showed that Ireland was 3.45, England 4.02, and Scotland 4.19. England and Wales, of course, remain the same.

Mr. Scroten.—The addition of the two million or so would make no difference there!—

Mr. Bailew Brown, &c.—No, only in the case of Ireland—2.95 against 3.75. Ireland, as you will see, is even with the watered capital, which is quite properly included—still the lowest.

Mr. Scroten.—0.124 difference!

Mr. Bailew Brown, &c.—Yes, there is one other matter I should have mentioned, as to some slight inaccuracies in the statements of one of the witnesses. You will remember, I daresay, that in giving evidence on Wednesday last, Mr. Shackleton mentioned that the rates for wheat and flour for Dublin and Belfast to Newry were the same, the quotations being given, presumably, to disprove what Colonel Pless had said, that his company's rates for wheat and corn were from 30 per cent. to 14 per cent. below the rates for flour. No wheat is sent from Dublin or Belfast to Newry, for the very simple reason that the Newry millers import all their wheat direct by sea into their own port, just as Dublin millers do. There are flour and corn mills at Armagh, Omagh, Strabane, Lisnaskea, Navan, and Portadown on the Great Northern line, and to show that the company gives an advantage in rate for the ungrated article I give the rates for wheat and flour to these places, per ton:—Belfast to Armagh, wheat, 5s. 6d., flour, 5s. 6d.; Newry to Armagh, wheat, 3s. 11d., flour, 4s. 3d.; Belfast to Omagh, wheat, 7s. 6d., flour, 8s. 4d.; Derry to Strabane, wheat, 2s. 3d., flour, 2s. 6d.; Belfast to Strabane, wheat, 5s. 6d., flour, 7s.; Belfast to Lisnaskea, wheat, 4s. 2d., flour, 4s. 6d.; Belfast to Portadown, wheat, 4s. 4d., flour, 4s. 8d.; Belfast to Navan, wheat, 4s. 4d., flour, 4s. 8d.; Belfast to Ennis, wheat, 4s. 6d., flour, 5s. 6d. These illustrations prove the correctness of Colonel Pless's statement, and the carrying out of this policy gives the miller in the interior of

the country an opportunity of carrying on his business with some prospect of success.

I was speaking, you will remember, just before the adjournment, as to the impossibility of any substantial savings being effected by amalgamation, whether that amalgamation takes the form of an ordinary amalgamation, or whether it takes the form of State purchase, and I instance the case—referring to Colonel Piesse's evidence, Question 4690—of the increase of the working expenses as compared with the actual receipts, upon the Great Southern; but I should just like to add, that on the Great Southern and Western, after the great amalgamation with the Waterford and Limerick, the dividend dropped from 5 per cent. to 3 per cent., and for very obvious reasons. One illustration. The Waterford and Dungarvan line had no automatic brakes. The Board of Trade very properly insisted on their having brakes. The railway company said they could not afford to put on automatic brakes, and as the Board of Trade would not find the money for them, none were used. But when the amalgamation took place the Board of Trade came down upon the Great Southern and Western and said, "Put in these automatic brakes," and they had to do it. Of course that meant increased expense. The wages on the whole of the Great Southern and Western amalgamated line were increased, so that, sir, we do not see, and I think this Commission will not see, that there is any chance of great reductions in respect of the savings which have been pointed out. In one case, sir, it was suggested—I think by Father Meehan—that there might be a saving of ten trains. Instead of that we find that a large number of persons who are giving evidence are insisting upon even more trains, and the reduction of ten trains that he suggested does not commend itself to any of our general managers as a practical saving in respect of the working of these companies.

Now, sir, another suggestion has been made by some of the people who have been called before you, and that is, that there should be a cheaper tribunal—a more intimate tribunal.

Mr. Ascroft—I gather from what you say that you do not suggest there is any field of economy worth taking about these amalgamations?

Mr. Balfour Browne, K.C.—That would be going too far; there are some economies that would be effected. No doubt, for a time, superannuation would cut them up; but in the end there would be certain benefits from amalgamation by reducing the staff and other things. There can be no question of that. I have had a calculation made, but I do not think it reliable, and I cannot place it before you, showing the probable savings on one side, and the probable expenses on the other, and it brings out a very large deficit as to the savings; but they are not reliable. It is impossible really to put before you any accurate figures. We believe that owing to the increase of charges and the levelling up of the little lines to the big lines there would be a dead loss. Additional trains would have to be run. At the same time I am not going to put down my foot, and say that no amalgamation could ever take place in Ireland. I appreciate what my learned friend, Mr. Roman, said about the benefits which accrued to the North Eastern district owing to the amalgamations that took place there in 1873, where 37 little lines were merged into one. There is no doubt that benefits did arise in that case. But I am speaking here mostly for the big associated companies—although the others are practically with us. For those seven companies in which I appear—although the South Eastern is now determined to stand upon its own legs, on its own basis of finance, I am sorry to say—but for the six companies I represent, I have come to the conclusion that no benefit would arise from the amalgamation of these.

Mr. Ascroft—I take your attitude to be that you admit certain economies that you have not alluded to, the purchase of stores, for example, for one company instead of six?

Mr. Balfour Browne, K.C.—I do not think there would be much difference, sir.

Mr. Ascroft—But, broadly speaking, your attitude is this, that the economies you have dealt with would be small; but there may be others that you do not know of, which would bring up the standard and more than outweigh the increased expenses you have dealt with?

Mr. Balfour Browne, K.C.—The calculation I have

referred to showed that if the whole of Ireland were amalgamated there might be, discrete and everything included, a saving of over £100,000; but that the extra expenses that I have merely hinted at would certainly bring it up to £300,000, and that there would be a loss of £200,000. However, I do not offer these figures as reliable.

Mr. Ascroft—One other question. The £300,000 would almost inevitably follow—they would be natural economies, so to speak?

Mr. Balfour Browne, K.C.—In time, when the offices had been paid off.

Mr. Ascroft—That would naturally follow any amalgamation. The £200,000 is contingent on the Waterford and Dungarvan, to use your own illustration, being brought up to the general standard. If it was not brought up you would have a net gain of £200,000?

Mr. Balfour Browne, K.C.—I have given an illustration of the Limerick and Ennis to show that that would be effected. That is all problematical. I do not think there would be any savings. The expenses would be much greater, I think.

Mr. Ascroft—I do not wish to carry you further than you want to go.

Mr. Section—The general witness for the associated companies holds that there would be economy in the amalgamation of two or three companies. The suggestion seems to take its birth in total amalgamation?

Mr. Balfour Browne, K.C.—So far as I have read the evidence, and so far as I have heard it, it seems to me that there would not be much economy in amalgamating the great companies. There would be considerable expense, certainly, in amalgamating the small; but at the same time, having regard to greater efficiency in the future, I am not going to say that some of these small lines should not be amalgamated, but it must be upon fair terms, both to the little company that is absorbed, and to the big company that takes it in, and I cannot conceive that a little line at the end of a big system should exist by itself to the benefit of the public.

Mr. Section—You mean that there could not be an amalgamation of a little line with a big line without some drain on the public purse?

Mr. Balfour Browne, K.C.—I am not sure of that.

Mr. Section—How are you to satisfy both sides?

Mr. Balfour Browne, K.C.—There is a lot of difficulty in that, but I confess that if you ask me to take over a line that will not pay me, even in taking into consideration any contributive value—although the contributive value is rather blown upon in the Embury case—if you ask me to take over for the public benefit a line that will not pay in any way, I am bound to say that the public must pay something towards it.

Mr. Section—So that partial amalgamations of that sort would make a demand on the exchequer?

Mr. Balfour Browne, K.C.—I deprecate that. The exchequer at one time advanced large loans to these various companies, a loan of £4,000,000 at a rate of 5 per cent., a cheaper loan might possibly meet the taking over of these lines if they were to be brought up to the standard of the main lines in this country.

Lord Pierce—You were advocating this morning that the poor lines paying no dividends should be amalgamated. You do not expect the large lines to take them over without being paid by somebody.

Mr. Balfour Browne, K.C.—That was on the question of purchase. If they were amalgamated they would probably get stock of a big company, and, as Mr. Section has pointed out, if that would be a loss to the big company, if it was in the public interest that it should be done, the public ought to pay for it.

Mr. Section—The careful evidence of Mr. Tallon as to the taking over of some of these small lines, which in some cases entailed a loss on working expenses, and in others caused a reduction of dividends, seems to make it pretty plain that the large companies will not give anything for the small lines, as a rule?

Mr. Balfour Browne, K.C.—They would not give a large sum for them. There is really no great gain unless by some means these smaller and poorer lines can be improved. At present we get my traffic that they bring us on the big lines. We will get that traffic for all time. On the other hand, if you say that these little lines are not worked to the full advantage, there might be better development, looking for ahead, if they were in the hands of a big com-

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pany. Then the big company should be subsidised by the Government to that extent.

Mr. Asensio.—Free, gratis, for nothing at the expense of the taxpayer.

Mr. Sexton.—The Midland spent half a million on those western lines?

Mr. Balfour Brown, K.C.—Yes.

Mr. Asensio.—You have not put a farthing into the Listowel and Ballybunion line.

Mr. Balfour Brown, K.C.—They worked some of those at less than cost price.

Mr. Asensio.—Take the Listowel and Ballybunion. You have not had a penny in it. I have a list of the lines feeding you for 20 or 30 years past. Do you suggest that it would be quite fair that you should ask the public to pay you the whole cost of working, and you on your side not contribute something corresponding to the contributive value?

Mr. Balfour Brown, K.C.—We get the whole benefit of its feeding—very small meals—for all time.

Mr. Asensio.—Do you not think it would be a fair bargain?

Mr. Balfour Brown, K.C.—Further than that, I would get the whole traffic of the Ballybunion line was not there. If it was cutted we would get it. There was traffic before in the district that has now been intended to serve. You may have increased it by an ounce or two; but very little more.

Mr. Asensio.—May we put it that it depends on the size of the ounce. If the ounce is large you ought to reduce something on the bonus to you on taking over?

Mr. Balfour Brown, K.C.—I think if you expect me to alter the position of my shareholders, not for their own benefit, but for the benefit of the public, the public ought to pay.

Mr. Sexton.—The Midland would not be likely to pay any money to acquire such a line?

Mr. Balfour Brown, K.C.—I do not think the Midland ought to be asked to sacrifice. If the Midland can see, as Sir Robert Peel said, that there was money in it, they might give something for the line if they could develop it. They would be wise to do it under these circumstances. If after a dividend of 1 or 2 per cent. for two or three years, they were able to give 3 or 4 per cent. in the end, it would pay them. I do not think you will believe it, sir; but we are not entirely blind to our own interests, and I do not think the suggestion that we are merely looking out for the dividend of to-day, or the profits of to-day—as my learned friend, Mr. Roman, put it—is correct. The directors are not here to-day and gone to-morrow. They have to manage the line in perpetuity, in a sense, and I believe they would sacrifice something for greater gains in the future, and, if necessary, and they could see their way, they might take over a line, even if it was going to be a loss for a little time, if it would show a profit in the end.

Mr. Sexton.—Mr. Tallow is too good a man of business to give away existing revenue for a doubtful profit.

Mr. Balfour Brown, K.C.—I think so; but that does not make for purchase, as to purchase, I fear that the taxpayer would, to a very large extent, be misled if the whole of the railways were taken over.

Mr. Sexton.—That is a debatable question?

Mr. Balfour Brown, K.C.—That is a debatable question, yes. It is said if amalgamation cannot take place, State purchase is the remedy. There were some suggestions made that remedies might be found for some of what are called complaints by a cheaper tribunal than that at present in existence, and the conciliation powers of the Board of Trade seem to be treated with more contempt than they deserve. From the evidence that has been put before you you see that these powers have not been taken advantage of by the traders in Ireland to any great extent. But I am bound to say that in England they have often led to the settlement of small disputes. I do not think that in any really vital matter the Board of Trade has produced harmony between the great companies and great traders. There are great questions such as that raised in the Pickford and other cases—before the Board of Trade. These things were not intended for the conciliatory power, but in a great number of small cases that have come under my own knowledge the Board of Trade, in bringing about conciliation, has been of the greatest advantage to the traders of England, and I hope it will be so in Ireland. But with regard to a cheaper tribunal, I want to say distinctly that I do not think it would be to the benefit of the traders of this country. What I want is not a cheaper tribunal

than we have, but a better tribunal. I have a great respect for the Railway and Canal Commission. I have practised before it for a long time, but I am bound to say, sir, that the matters that go before them are so intricate—many of the matters that have been submitted to you—that they have not grappled with them in a way which has satisfied on one occasion the public, and on another occasion the railways. There are three or four cases just now which the Railway Commissioners decided in favour of the ratepayers and the public, every one of which is going to the Court of Appeal. Now, to ask that a cheaper tribunal should be established in Ireland to deal with these matters, and that a Judge, however capable and able, acquainted with railway rates, should be placed in the position of Mr. Justice Lawrence in England, Mr. Justice Madden in Ireland, and the Lord Stairmont Darling in Scotland, and to ask him to deal with it would seem to me to be putting the trader at the mercy, to a large extent, of the railway company. He would be forced into a Court, without the Court having a really adequate technical knowledge, and he himself would not understand rates. We had a witness yesterday who had not looked at the classification, and who did not know that Windsor chairs had been reduced from the 5th to the 3rd class, but that is not his business, but it is the business of the general manager going against him, and I think that the traders would get the worst of it. We want a better tribunal to deal with these matters.

With regard to ownership by the State, I have already said something, but I should like to refer to the "golden words" that were uttered by Sir Joseph Ward, because I think his evidence was most important from one point of view, as showing that the railways of New Zealand are not worked really as a commercial concern, but that they are being worked very much in the same way as Mr. Sexton has been suggesting the Irish railways should be worked, for the purpose of developing the country, and in that respect it is an unsatisfactory experiment. Sir Joseph Ward pointed out that it was the duty of the Government to develop the country. I quite agree that the Government should develop its country by every possible means in its power—and it is clearly not a duty to overcharge those who have to depend on a cheap transit for goods. But his evidence went further, and it appears that the railways in New Zealand carry school children to the nearest school in order to save the Government the expense of bringing the schools nearer to the children. I venture to say that that is entirely an improper position for the Government to take up. It is what is being done in some municipalities just now. Take, for example, the report of Peat and Pockley on the London County Council finance—that accounts which ought to be kept separately were mixed up. All the improvements of London, which have cost millions, which have been made for the purpose of allowing tramways to run along the streets. An infinitesimal amount of £20,000 had been charged to the tramways, and all the rest to general improvements. With what object? To try and make the people of London believe that the tramways were a paying concern. Here again this is mixing up accounts. This is saving the Government expense on education at the expense of the people who pay the rates. That is done in New Zealand; it would be done here. That is fatal to the true position of a Government in relation to its subjects. It is development by subsidies, and I object to subsidies altogether.

Mr. Sexton.—The real point, I take it, is this. In New Zealand, a very extensive and sparsely populated country, the Government saved a great deal more by taking the children free to school than if they had built new schools for them in every district.

Mr. Balfour Brown, K.C.—As a taxpayer and a ratepayer, I object to a common purse. I want to see every account kept separately. I object entirely, if I am paying rates for the railway, that I should be charged for carrying children to school. That is my contention as a taxpayer. A man should be taxed for what he knows he uses. If you mix up accounts you are deserting the democracy, and doing great harm. Every account ought to be kept separate. Education should be kept quite distinct from railways.

Sir Joseph Ward went on to say—you will see it at Question 19535—that the consolidated earnings and revenue of the country should make up the deficit and keep rates low for the benefit of the producer and the travelling public, rather than keep up rates and retard the development of the country. That is not

to be done in Ireland, we hear. He pretends to have a defect and to put it on the rates; it is a benefit to the trader. So it would be a great benefit to the manufacturer if you paid his coal bill. There is no question about that. I could manufacture much more cheaply, and be able to compete with foreign competitors and beat them if the Government paid my coal bill. That introduces a wrong system of subsidies to trade, and if you once begin these subsidies there is no stopping. Therefore I object to this defect being paid by the taxpayer for the benefit of the travelling public. Why should a man who does not travel pay because I travel? Why should a man who is not a trader be taxed in order that I may have my goods sent cheaply and have a larger profit? So such were these accounts mixed up—with the object of developing the country—that in New Zealand and some of the Australian colonies the matter became scandalous. The whole machine was being run, not as an instrument of commerce, but as an instrument for education, and sometimes for political purposes. Some of the Australian colonies have adopted a system, as we all know, of Railway Commissioners, who are independent of the Administration, who fix rates, and whose duty it is to work the undertaking as a commercial concern. That seemed to me sound, but it is a mere temporary expedient in a democracy, which cannot last. He tells us that for a few years New Zealand had Railway Commissioners, but it was found that they were indisposed to reduce rates for the purpose of developing the industries of the country to the same extent as the Government was prepared to do there then.

Mr. Seaton.—They wanted good railway balance sheets?

Mr. Balfour Browne, K.C.—They wanted commercial balance sheets. "For that and other reasons the system of management became unpopular, and was superseded by individual control." So, sir, they nationalised their railways, and I think that is fatal. These are the golden words that I culled from Sir Joseph Ward's evidence, and I think it shows what our persons are aiming at in this country, and what I think would be bad in the end; first, for the taxpayer, second, for the trader himself who was receiving the subsidies, because I believe traders who receive subsidies never do so well as traders who are willing for themselves by their own individual enterprise. I object to coddling our traders; I should like to see them stand face to face with their neighbours in the country. At the same time I am not going to say that when other countries—not, of course, England—when foreign countries do unjustly by us, that then the State may very properly intervene by some such means as have been suggested in this room, and see that our traders and our workers in this country get fair play. So much for the suggestion that has been made for the nationalisation of our institutions, which I have already said, I think, will be fatal to all the prosperity; and we have already had experiments made in this country by the Treasury—the grants and bounties guarantees. They seem to have failed to develop the country, and I think large questions—such as administered here by certain witnesses—would certainly fail in the same way.

Now, sir, I should say one word—though it should be very little—with regard to the question of foreign railways, and the comparisons that have been made here. You have had, of course, a most careful set of tables put before you by Mr. MacKintosh, but the rates, of course, that he quoted have been monthly paper rates. He had no means of arriving at the real facts with regard to which rates were really effective, and under which traffic was carried; and I told that upon page 165, of the 9th December, 1903, the Chairman of this Commission said, at question 3385a.—"So far as I am concerned, I do not think we can make much use of the comparisons, and I really do not see much necessity for going into that question." Sir, I do not blame the gentleman in question at all; but it is quite obvious that the conditions are so very different that it is absolutely impossible to make the comparisons which he invites. You heard, of course, that with regard to the comparison of such rates as Belgium—which, by the way, has a large deficit this year, as I read to you before—there it has a large "back country," and it is really a transit trade for the sea coast. A certain amount of comparison was made, I think, by one of the members of the Commission the other day as to rates in comparison to distance, but I cannot see, Sir, the distance, by itself, is any criterion to go by.

Mr. Seaton.—No; but should you ignore it?

Mr. Balfour Browne, K.C.—I should ignore it unless I could measure it, sir; and I see you attempted to measure it by comparing one mile of land to five miles of sea. That is a very arbitrary comparison. In many cases I could convey twenty miles by sea to one of land.

Mr. Seaton.—It applied evenly to both the rates compared—it was an effort to arrive at some approximately equal basis.

Mr. Balfour Browne, K.C.—I do not think you can get at any accuracy with regard to the comparison. But I find also, that upon page 22, 11th November, 1903, the Chairman of your Commission said, speaking of Mr. Cowen's evidence regarding these rates—"I have looked through it. Of course, I do not depreciate the value of it, but I do not think it has any particular bearing on our inquiry." And I found, sir, when we called Mr. Pratt, the same criticism follows from Mr. Pratt's comparisons, that unless you know all the circumstances it is impossible to compare. He told you—Mr. Pratt told you—that in a great number of cases the German Government reduced rates on the bad principle I have been trying to condemn; and goods are carried hundreds of miles by means of these reductions which would not naturally go in those directions at all, and you can carry from the centre of Germany to the ports of Hamburg or Bremen, and then round to the Levant cheaper than to Hamburg or Bremen only for local consumption.

Lord Foster.—That is for export!

Mr. Balfour Browne, K.C.—That is for export. Therefore, I do not think the comparison can be of much use. With regard to Denmark, there was some criticism made that we added, in one case 8s., and in another 10s., to the rate, in order to arrive at a comparison. Sir, we have communicated with the authorities in Denmark, and we find that those figures of addition are absolutely correct—I do not want to put it in, sir—I am rather giving the go-by to these tables. "In reply to your letter of the 14th ultimo, I beg to communicate that about 39 per cent. of the export from Denmark of butter are forwarded for shipment from Esbjerg, about 35 per cent. from Copenhagen, and the rest from other ports, while about 42 per cent. of the export of eggs are forwarded for shipment from Esbjerg, about 25 per cent. from Copenhagen, and the rest from other ports. As no particulars are to be found as to the forwarding by railway of goods for exportation, I am not able to give you reliable information about the quantity of exported goods forwarded by rail to the export places, nor about the places from which exported goods are sent off. However, as to the principal export place—Esbjerg—it can be taken for granted that the principal part of the exported butter and eggs is conveyed to the port by rail; and the principal part of the import of the said goods, has surely been intended for export, by ship; therefore a specification of the imports of Esbjerg will approximately give you the desired information. From April 1st, 1902, to March 31st, 1903, about 34,000 tons of butter have been imported from Esbjerg." And then, sir, he goes into an elaborate table, and the result of it is that the rates from Aarhus, the principal butter sending station, to Esbjerg are—8 cwt. and under, per ton, 17s. 1d.; over 8 cwt., 18s. 2d.; wagon-loads, less than 10 tons, 11s. 1d.; 10 tons and over, 10s. 8d.; therefore, it justifies Mr. Vailloy in putting on 10s. and Mr. Neale putting on 8s., and consequently that justifies these figures.

Now, sir, with regard to the raising of the money for this large enterprise that has been suggested, I understand there was really a difficulty in raising the £100,000,000 that is required for another purpose in this country, and it seems to me exceedingly doubtful whether the money can be raised at anything like the amount Father Meehan suggested.

Mr. Seaton.—Of course, it need not be raised at once, and the whole operation of purchase need not be transacted at one time.

Mr. Balfour Browne, K.C.—I think it would be a very unfair thing if one or more of the railways were bought, and the others left in the hands of private enterprise. You would then have State-aided competition against private enterprise.

Lord Foster.—Either the whole or none?

Mr. Balfour Browne, K.C.—Either the whole or none. I question whether the money could be raised so cheaply. That it could be raised I have no doubt, especially if the Government could be induced to guarantee; but I have suggested that no Government

Jan. 29, 1909

Mr. Balfour Browne's closing speech on behalf of the Associated Irish Railway Companies.

Jan. 28, 1906.

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Browne's  
closing speech  
on behalf of  
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Irish Railway  
Companies

would give the guarantee if the railways of this country were to be managed by a somewhat irresponsible body like that suggested by Mr. Ennis yesterday. A body first composed of County Councillors elected on to the County Councils for quite other reasons. Forty-eight being the body so constituted, they are then to elect eight—not chosen by their constituents for the purpose—and they are to form, with these appointed members, the body that is to manage the railways. I do not know what that means. Management of railways is an expert business. They would, I understand, be in the same position as the managers of the railways are to-day, and while they control the efforts to some extent, the railways are managed by those experts. But what guidance would there be in that body of eight or eleven members without railway experience? I can see none. And beyond that, Mr. Ennis told you distinctly he would give the 40 the veto. I cannot see such a scheme, sir, recommending itself either to the Government or to the leaders of money. If you are going into the market to-morrow, if the prospects of railways in this country are good, the money would have to be larger than Father Meehan suggested; if prospects are bad you would find it hard to get the money on anything like the basis he suggested.

Mr. Scroten.—Apart from Mr. Ennis's evidence and his scheme, do you find any difficulty in conceiving that partly by election and partly by nomination, there might be formed in this country a body with which Parliament and the Treasury might be well content to deal?

Mr. Balfour Browne, K.C.—I can conceive it; but I confess it would be a body which would not manage the affairs of the railways of this country well. I always doubt a man who is looking to popular elections managing an affair of this kind. It is a totally different thing a man who is elected to the House of Commons. He is sent there for specific purposes, but when you elect a man to manage a going concern it seems to me a different thing. I confess I have great doubt about the efficiency of such management. I confess that there are also means by which you can induce people to take great interest in railways, and in managing them; but that would be an illicit means if they had axes to grind. I remember I was cross-examining in a case in which I was engaged, dealing with the extension of boundaries, where it was suggested I should ask a witness: "Is it not a fact that you have those builders upon your Urban District Council?" He said, "Quite true." "Is it not a fact," I said, "they are there for the purpose of getting their places passed?" He replied: "Very likely that is true, but you have five members of the same sort on your Corporation." I did not pursue the matter further.

Mr. Scroten.—That might happen even on a Board of Directors.

Mr. Balfour Browne, K.C.—Probably; but the directors have an interest in the line, and your elected member has no interest in the line—he has no interest except in his election.

Let me point out that the prosperity of Ireland is largely due to the railways of Ireland; and I am glad to see the emigration from Ireland has greatly decreased in the last year. I believe that the total was 15,797 less than the people who emigrated from this country the year before. I am not going to take all the credit of that to the railway companies, a certain amount of it was doubtless due to the bad times in America, where they were paying off large numbers of workpeople. However, it is a hopeful sign, and, taken in conjunction with the increase of business, I think there is a future before Ireland. How this happy condition of things has been brought about, whether it is due to the Land Purchase Bill or not, I have no reason to say. I only congratulate Ireland upon this turn of the tide. It is a turn in the tide which is good for Ireland, and it is good for the railway companies who have withstood the storm, and who have, I believe, so largely contributed to this turn, which is so satisfactory.

Now, sir, while I am upon the question of evidence, I should like to say there are a considerable number of witnesses here who have far from condemned the railway system. My learned friend, Mr. Ronan, said we had only called our railway managers. Sir, the only question we put before you was one which could only be dealt with by railway managers. If we had called any other body he could not have told you about the rates of our systems, through rates, reductions, and things of that sort. But you will not forget that Mr. Heyn, of Belfast, Mr. Cooke, of Bel-

fast, Mr. Goodbody, of Clonsilla, and Mr. Murland, of County Down, all spoke in favour of the railways. Mr. Irwin, a gentleman from Newry, in May, 1907, told me he had no complaint of the railways. The Department of Agriculture sent Mr. Prentiss, Mr. Poole-Wilson, and Mr. Harpur, and they all spoke generally in favour of the management of the railways. I only refer to those, but it is not merely by the opinion of these gentlemen that this Commission will be guided, it is rather by the facts that have been put before you, and by the prosperity which I think has been brought about.

Now, sir, I have nearly done, but I want to say this. I know that this Commission will be anxious after sitting for 96 days, to do something, and that is the difficulty of my position. The fact that it has been sitting for nearly three years, that it has examined 243 or 4 witnesses now, is the incentive to do something. I think that would be an incentive to a weak Commission; but I do not regard this Commission as a weak Commission, notwithstanding the direction which was given to you, which I think was weak, because it was political—I believe you will try to do the right thing. It is also a Commission upon which railway interests are to some extent represented, not only, of course, by Sir Herbert Jekyll, who knows it from an official point of view, but by Sir Charles Scottier and Mr. Aspinall, and also by my friend Mr. Arworth, although he has not a railway interest. They will, I believe, have the courage of their opinion. I ask you to come to the conclusion—of course I know some of their opinions pretty well owing to what I call the leading form of questions which have been in vogue—

Mr. Scroten.—You know all of their opinions, I dare say?

Mr. Balfour Browne, K.C.—But, sir, I will ask you not to do what weak arbitrators do—split differences. A strong man has been known to find nil, and his award has been found good in the Courts.

Sir, on this instruction I will ask you to find that if the expansion of traffic on Irish lines has been retarded it has not been due to the railway companies; that they have been fully utilised for the development of agriculture and the industrial resources of the country, and that, generally, their methods are economical. I have tried to show the Commission that they are efficient, and that they harmonise in working. If so, sir, then you will answer this reference, I think, on the evidence that has been given, and you will do what Mr. Bryce told me as an inducement for the railway companies to go on, because he said it was in the interests not only of the traders, but of the railways themselves. If you report, on the evidence, that the railway case has not been met—I think Mr. Ronan for the week—the railway case has not been met, then, sir, you will, I believe, do a great deal to satisfy this feeling of discontent which exists, though, of course, it exists to some extent in any country. I never met a trader on any line in this country who was satisfied with the rates and taxes at port. Even I myself was led into the fault of complaining of the water rates of London. It has been a long running sore in this country since 1839, and I believe that this Commission, which I say has railway representatives on it—although I am sorry to say it has not a railway representative from Ireland upon it, and which we asked to have a representative—that was declined—not because Sir Charles Scottier and Mr. Aspinall are not capable of dealing with the railway problem as well as any expert from Ireland, but because I think anybody dealing with the Irish railways should know the conditions of Ireland's railway question from top to bottom and should know the various conditions which have led to this inquiry.

I hope, sir, you will produce an end of this discontent by your reporting in the way I have suggested. I agree with my learned friend, Mr. Ronan, that if you accede to my request you will find it but not been retarded, that we have done everything in our power to develop the trade of our country, and that to a large extent we have succeeded.

That, sir, is what Mr. Scroten would call persuasion, but I would not.

Mr. Scroten.—I do not think you have forgotten the art.

Mr. Balfour Browne, K.C.—I am like the lady, I have a postscript. In regard to that mis-reported reference of Lord Pirbright's remark, reference to which was made the previous day, I should say that the

Jan. 26, 1906.

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Brown's  
closing speech  
on behalf of  
the Associated  
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Companies.

Chairman of the Associated Irish Railways Committee is Sir William Gombing, and it was not he who had written to Lord Pirrie.

Lord Pirrie.—No; it was not he.

Mr. Balfour Brown, K.C.—I take it, sir, that if any other Chairman wrote to Lord Pirrie, and spoke in the way he did, that it was some friendly admonition from one relative, with which I have nothing to do.

I think the Commission for the courtesy with which you have always received me; I thank the Commission very much, and although I may have seemed to have been attacking one member of the Commission, I am sure such a thing was far from my purpose. I am sure Mr. Scotton has always watched the development of the inquiry with the greatest interest, and I am exceedingly obliged to every member of the Commission for the courtesy shown me.

Mr. Scotton.—I can only say, Mr. Balfour Brown, that I do not regard you as having made any attack upon me, for not one moment, and I am sure you will give me credit in pursuing the public good in the matter.

Mr. Ascroft.—I understand you to admit that there are, and always will be, dissatisfied people in this country?

Mr. Balfour Brown, K.C.—The state of discontent is continuing.

Mr. Ascroft.—I understand you to admit that the Board of Trade Conciliation procedure is practically not made much use of?

Mr. Balfour Brown, K.C.—Not much.

Mr. Ascroft.—I understand you to admit that the Railway Commissioners' Court is not altogether a successful tribunal, especially so for Ireland?

Mr. Balfour Brown, K.C.—That is so, sir.

Mr. Ascroft.—Do I understand that the railway companies have no suggestion to offer for anything that would improve that state of things?

Mr. Balfour Brown, K.C.—With regard to discontent?

Mr. Ascroft.—Admitted that all kinds of communication between the public and the railways at present in existence are not satisfactory, have the railway companies no suggestion to offer?

Mr. Scotton.—Do you present a negative policy simply?

Mr. Balfour Brown, K.C.—No, sir. I have it here—what has been done by the Department of Agriculture, and you will find it upon page 19, volume II., question 12995, and you will find a very large number of rates that have been reduced at the instance of that body. The questions are, first: "There will be the best of local rates reduced; then there will be the rates of through rates?" Witham: "There are through rates between places in Ireland and Great Britain?" "What is the other matter?" "There are matters of refunds, where the traders have made representations to the Department that the traffic cost them more than they thought it ought, and in a large number of instances the railway companies, on having cases presented to them, have given refunds." The Chairman:—"Well, I think that will cover the whole thing." The list are as follows:—I think you will find that a considerable amount of good has been done—this goes on for six pages or so.

I am sorry Sir Herbert Jekyll found the conciliation powers had not been taken much advantage of in this country, I think he stated that in his evidence. I might state, if it would do anybody any good to have someone in Dublin to attempt conciliation, instead of in London, that I can see no objection to such a thing.

Sir Herbert Jekyll.—It has been suggested, Mr. Balfour Brown, I think you will find it in the evidence, that the powers now exercised by the Board of Trade under the Conciliation clause of the Act of 1893 might be transferred to the Board of Agriculture, so far as this country is concerned?

Mr. Balfour Brown, K.C.—So far as I can see, there would be no objection to that.

Sir Herbert Jekyll.—One reason why the trader has not made use of that Act is that he cannot go to London—it is too far away; it is not worth his while—and it has been suggested he might take advantage of the facilities of the Act if he had some tribunal in Dublin to which he could go instead of going to London.

Mr. Balfour Brown, K.C.—I am sorry I overlooked that portion of the evidence; but I was going to say if there was someone here representing the Board of Trade to make conciliation, there can be no objection that that person should be a representative of the Board of Agriculture and Technical Instruction.

The only objection I have is that conciliation generally takes place more between people who are in favour of conciliation, instead of Public Prosecutors—

Mr. Scotton.—Who never prosecute.

Mr. Balfour Brown, K.C.—Oh, yes; at the enormous expense of £1,000. I do not think there would be any objection; they would probably try to do their duty. At the first blush it did seem an extraordinary thing a trader did not know there was a penny post between Ireland and England, and that he could make a complaint by letter. But if it would tend to bring about a more effective communication between the railway companies and the traders—which is desirable—I should certainly, for one, recommend the railway companies to assent to such a proposal as you have suggested.

Mr. Ascroft.—That, I think you must agree, comparatively speaking, is doing it's and ceasing it's—small details. We cannot deny that there has been evidence here of a desire for what we should call a national railway policy. I am not discussing whether it is a right or a wrong policy.

Mr. Balfour Brown, K.C.—I do not like the word "national."

Mr. Ascroft.—Shall we say "Irish"? Well, that being so, do you suggest any mode of communication beyond what exists at present between organised Irish interests on one hand, and the railway interests on the other hand. You are not suggesting—

Mr. Balfour Brown, K.C.—No, sir, because I am suggesting that the railways of Ireland are national railways, just as the railways in England are. If it had been proved that the Irish lines were the hand-maidens of the English lines—and that is not so—these might be some reason for it; but we have already shown you that the Irish railways are managed and owned practically by the Irish people. They are a national institution, and I confess I do not see—

Mr. Ascroft.—They are six separate national institutions.

Mr. Balfour Brown, K.C.—Certainly; and I think there is a good deal to be said for six national institutions as against one; but I cannot see how the difficulty of the tribunal, which you put, is to be solved. I see the greatest difficulty. Everybody knows that the questions which are submitted to the Railway Commissioners are of the most complicated character. I am bound to say, with great respect to my friends at the bar, that the counsel that are continually practising in that Court—I do not know about the Irish bar—are really the only people who are capable; and that, sir, you require absolute technical knowledge for that Court. The idea of the Act of 1893 was that that should be not so much a Court, but a commercial tribunal. That was a good idea, but it came to be, as you will see from the reports, really a legal tribunal, with a most able head—Sir Frederick Peel. Well, under these circumstances, what are you to do? If you have an inferior legal tribunal you will get bad law, and that is not to the advantage of the traders or to the advantage of the railway companies in this country.

I do not know that I can help you further; I am sorry to have been so long.

Lord Pirrie.—I am certain I see voicing the thoughts of every one in this room when I say that we regret the Chairman felt a little unwell, and had to leave before Mr. Balfour Brown's speech was completed. May I add, on behalf of the Commission, that we feel no Commission ever had a more able, conscientious, sympathetic, and judicious Chairman than we have had in Sir Charles Scotton.

Sir Charles Scotton has authorized me to say that at the close of the public sittings of this Commission, which is of such vast importance to Ireland, that it is a matter for unmitigated regret that the inquiry, from first to last, has been conducted without any feeling except that of the most friendly character on both sides. The thanks of the Commission are due to the learned counsel engaged in the case, also to Mr. Croker Barrington for his constant attendance at the sittings, and the assistance always given by him to the Commissioners when required; also to Mr. Tisdale and Colonel Piers for the very full information placed by them at the disposal of the Commission, and to all others concerned in the preparation of numerous statements and statistics which have been submitted to us since the commencement of the inquiry.

I have now only to announce that the Commission is adjourned sine die.

## INDEX TO THE EVIDENCE.

## A.

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## APPENDIX No. 1.

STATEMENT furnished by Mr. P. MacNulty, Department of Agriculture and Technical Instruction for Ireland, in connection with his evidence of 16th November, 1908.

STATEMENT showing speed of a number of Main and Branch Line Goods Trains on four of the principal Irish Railways, and of some "Slow transit" Goods Trains on Railways in Belgium, Holland, and Hungary.

(NOTE.—Information has not been obtained respecting the Goods Train Services in France, Germany, Austria, and Denmark.)

Name of Railway.	Departure Station.	Arrived Station.	Distance in miles.	Total time of journey.	Average distance travelled per hour, including intermediate stops.	Time of delays at intermediate stations.	Net time of train in motion.	Average speed of train per hour.
				Mrs. min.	Miles.	Mrs. min.	Mrs. min.	Miles.
Great Northern and Western—Ireland.	Kingsbridge, ..	Cork, ..	108 1/2	8 50	17 1/2	2 00	7 17	89 7/8
	Cork, ..	Kingsbridge, ..	108 1/2	8 37	17 1/2	2 00	7 06	82 3/8
	Kingsbridge, ..	Limerick, via Nenagh, ..	120 1/2	12 25	9 45	6 00	8 25	10 40
	Limerick, ..	Kingsbridge, via Nenagh, ..	120 1/2	13 40	9 44	7 00	5 40	81 1/2
	North Wall, ..	Limerick, via Limerick Junction, ..	104 1/2	7 30	10 10	1 00	5 55	82 40
	Limerick, ..	North Wall, via Limerick Junction, ..	104 1/2	5 15	16 20	2 00	3 55	22 30
	Kingsbridge, ..	Malton, ..	144 1/2	9 37	17 10	2 12	6 50	85 1/2
	Malton, ..	Kingsbridge, ..	144 1/2	10 06	14 53	3 16	6 11	80 37
	Cork, ..	Limerick, ..	68	5 08	12 50	1 54	5 11	10 47
	Limerick, ..	Cork, ..	68	6 18	8 04	2 25	5 31	18 52
	Cork, ..	Rooskey, ..	125 1/2	11 18	10 12	6 44	6 36	21 02
	Rooskey, ..	Cork, ..	125 1/2	10 45	15 30	4 30	6 20	81 58
	Cork, ..	Limerick, ..	50 1/2	6 15	10 22	2 29	5 44	39 15
	Limerick, ..	Cork, ..	50 1/2	4 28	11 55	1 43	3 47	26 13
	Cork, ..	Trillick, ..	80 1/2	7 45	18 16	3 34	4 41	30 40
	Trillick, ..	Cork, ..	80 1/2	8 33	15 39	4 21	5 49	21 52
	Cork, ..	Thurles, ..	78	5 30	9 44	0 12	4 05	18 18
	Thurles, ..	Cork, ..	78	9 04	5 71	4 48	4 16	13 52
	Kingsbridge, ..	Thurles, ..	64 1/2	7 30	11 55	5 56	4 39	28 50
	Thurles, ..	Kingsbridge, ..	64 1/2	5 12	16 45	0 55	4 20	19 40
	Kingsbridge, ..	Nenagh, ..	98 1/2	5 50	14 52	3 47	5 25	35 45
	Nenagh, ..	Kingsbridge, ..	98 1/2	10 55	8 54	5 42	4 45	39 41
	Kingsbridge, ..	Admoy, ..	24 1/2	6 45	12 45	2 26	4 59	18 40
	Admoy, ..	Kingsbridge, ..	24 1/2	8 04	8 04	4 25	4 42	27 18
	Limerick, ..	Trillick, ..	90 1/2	10 43	9 45	5 50	5 46	15 47
	Trillick, ..	Limerick, ..	90 1/2	5 42	8 15	5 31	5 39	30 34
	Limerick, ..	Waterford, ..	90 1/2	11 15	8 02	7 30	6 50	19 18
	Waterford, ..	Limerick, ..	90 1/2	14 53	7 05	6 42	6 15	10 26
	Sligo, ..	Limerick, ..	145 1/2	13 48	18 03	4 37	7 12	30 15
	Cork, ..	Youghal, ..	84 1/2	5 59	11 46	0 58	3 58	18 44
	Trillick, ..	Valence Harbour, ..	50 1/2	6 37	10 55	1 42	5 54	12 23
	Trillick, ..	Kingsbridge, ..	52 1/2	5 35	10 05	5 45	5 24	20 35
Great Northern—Ireland.	Dublin, ..	Londonderry, via Kesh, ..	175 1/2	24 06	7 12	16 35	15 29	23 18
	Londonderry, ..	Dublin, via Kesh, ..	175 1/2	20 26	8 44	8 37	10 25	26 23
	Dublin, ..	Londonderry, via Kesh, ..	175 1/2	18 05	8 32	6 56	9 49	27 40
	Dublin, ..	Belfast, ..	112 1/2	8 33	13 05	2 56	5 44	30 71
	Belfast, ..	Dublin, ..	112 1/2	6 25	11 55	3 05	7 17	30 42
	Dublin, ..	Kesh, ..	124 1/2	16 55	7 44	6 57	10 05	11 47
	Kesh, ..	Dublin, ..	124 1/2	18 05	8 09	5 49	6 18	10 55
	Dublin, ..	Clonsilla, ..	80 1/2	12 40	7 21	4 11	6 48	10 53
	Clonsilla, ..	Dublin, ..	80 1/2	8 59	10 21	3 02	5 12	12 55
	Belfast, ..	Londonderry, ..	100 1/2	5 35	12 15	2 04	6 12	18 21
	Londonderry, ..	Belfast, ..	100 1/2	8 50	10 55	4 05	6 22	10 59
	Belfast, ..	Clonsilla, ..	64 1/2	6 45	13 49	3 33	3 54	15 40
	Clonsilla, ..	Belfast, ..	64 1/2	6 55	8 45	2 58	6 07	15 47
	Belfast, ..	Newcastle, ..	48 1/2	5 06	6 12	2 28	3 27	17 77

## STATEMENT FURNISHED BY MR. P. MACNULTY—continued.

Name of Railway.	Departure Station.	Arrival Station.	Distance in miles.	Total time of journey.	Average distance traversed per hour, including intermediate stops.	Time of delays at intermediate stations.	Net time of run in motion.	Average speed of train per hour.
				Hrs. mins.	Miles.	Hrs. mins.	Hrs. mins.	Miles.
Great Northern—Ireland—continued.	Swinscoe, ..	Belfast, ..	404	8 00	7 75	0 05	8 55	15 84
	Belfast, ..	Armagh, ..	379	4 55	0 05	0 49	1 38	27 34
	Armagh, ..	Belfast, ..	379	5 00	15 31	1 32	1 37	27 16
	Brugha, ..	Glenties, ..	399	5 05	7 77	2 47	2 18	37 13
	Oldcastle, ..	Brugha, ..	304	3 40	10 47	1 42	1 59	50 06
	Londonderry, ..	Bombardier, ..	564	7 45	0 21	4 53	8 07	29 36
	Knockilly, ..	Londonderry, ..	589	5 30	11 58	0 05	8 40	35 03
	Bundarra Junction, ..	Bundarra, ..	313	3 35	10 39	1 39	1 40	50 06
	Bundarra, ..	Bundarra Junction, ..	304	3 50	10 31	0 34	1 56	34 79
Midland Great Western—Ireland.	North Wall, ..	Galway, ..	120	3 45	15 54	0 09	5 36	21 42
	do, ..	do, ..	120	13 05	0 75	0 06	5 59	13 03
	Galway, ..	North Wall, ..	118	9 10	13 05	1 00	6 10	30 76
	do, ..	do, ..	103	11 20	11 29	4 54	0 56	29 06
	North Wall, ..	Westport, ..	102 1/2	10 15	0 50	17 55	7 30	19 50
	Westport, ..	North Wall, ..	102 1/2	10 00	0 09	0 04	0 58	33 13
	North Wall, ..	Sligo, ..	103 1/2	10 00	7 34	0 23	3 27	19 75
	Sligo, ..	North Wall, ..	103 1/2	14 45	0 50	0 29	3 34	16 03
	North Wall, ..	Donegal, ..	87 1/2	8 30	10 58	0 21	5 39	19 01
	Donegal, ..	North Wall, ..	87 1/2	10 15	0 05	0 10	4 54	17 42
	North Wall, ..	Kilalea, ..	135 1/2	20 05	0 37	12 45	9 27	15 99
	Kilalea, ..	North Wall, ..	135 1/2	15 40	0 33	0 27	9 35	19 73
	North Wall, ..	Knocknaree, ..	84 1/2	7 05	0 15	0 30	3 35	14 08
	Knocknaree, ..	North Wall, ..	84 1/2	0 30	0 34	1 34	0 30	10 02
	Galway, ..	Officer, ..	43 1/2	3 45	12 12	1 20	2 25	30 55
	Officer, ..	Galway, ..	49 1/2	5 45	14 41	1 30	2 25	30 35
	Clonsilla, ..	Malinbeg, ..	39	1 13	13 03	0 17	0 05	20 73
	Malinbeg, ..	Clonsilla, ..	39	1 14	15 41	0 17	0 07	30 00
Dublin and South Western—Ireland.	Harcourt-street, ..	Waterford, ..	150	10 55	10 55	4 15	0 43	17 07
	Waterford, ..	Harcourt-street, ..	150	10 55	11 50	4 00	0 40	17 05
	Harcourt-street, ..	Wexford, ..	91 1/2	5 55	11 35	3 55	0 25	17 05
	Wexford, ..	Harcourt-street, ..	91 1/2	3 45	10 40	0 35	0 13	17 04
	Harcourt-street, ..	Skibbereen, ..	81 1/2	5 35	0 50	0 34	0 18	16 28
	Skibbereen, ..	Harcourt-street, ..	81 1/2	7 40	7 36	4 03	1 37	15 53
	Wexford, ..	Arklow, ..	65 1/2	0 55	0 33	4 05	2 03	31 34
	Arklow, ..	Wexford, ..	65 1/2	0 53	10 10	2 00	0 09	23 37
	Waterford, ..	Enniscorthy, ..	50 1/2	3 30	11 30	1 35	0 05	18 48
	Enniscorthy, ..	Waterford, ..	50 1/2	4 30	0 50	0 05	0 05	15 40
Dublin Main, ..	Amoy, ..	Amoy, ..	150	9 57	15 36	1 08	7 53	19 55
	Amoy, ..	Amoy, ..	150	14 14	10 54	4 33	0 23	15 03
	Great, ..	Hugh St. Ferry, via Rathfriland, ..	50	4 04	12 10	1 38	0 02	19 74
	Hugh St. Ferry, ..	Great, via Rathfriland, ..	55	9 34	12 74	1 03	0 54	18 15
	Traveller, ..	Quinn's, ..	49	3 15	9 35	1 52	0 13	14 46
	Quinn's, ..	Brussels, ..	49	3 27	0 25	0 21	0 38	13 51
	Brussels, ..	Lahry, ..	55	4 50	0 37	0 37	1 48	13 75
	For Bridge, ..	Amoy, ..	181	15 48	14 04	2 11	10 29	19 25
	Poplar, ..	Town, ..	130	13 48	0 25	7 49	7 57	16 35
	Town, ..	Poplar, ..	130	13 06	0 30	0 30	0 40	14 03
	Amoy, ..	Schurlock, ..	156	0 55	13 38	0 45	0 40	22 54
	St. Michael, ..	Covent, ..	44	4 45	0 38	0 05	0 40	19 50
	Covent, ..	St. Michael, ..	44	5 30	10 15	1 36	0 45	14 30
	Great, ..	Lodsworth, ..	38	0 12	0 41	0 17	0 25	15 54
	Long, ..	Marlow, ..	43	4 35	0 03	0 35	0 00	15 35
	Marlow, ..	Long, ..	43	0 33	0 30	2 27	0 54	10 28
	Long, ..	Marlow, ..	33	0 30	0 31	4 13	0 59	15 33



## STATEMENT FURNISHED BY MR. P. MACNULTY—continued.

Name of Railway.	Departure Station.	Arrival Station.	Distance in Miles.	Total time of journey.	Average distance travelled per hour, including intermediate stations.	Time of delay at intermediate stations.	Net time of train in motion.	Average speed of train per hour.
Belgian State—cont.	Haarlem, ..	Loosduin, ..	35	Hrs. mms. 2 15	Miles. 6.33	Hrs. mms. 2 48	Hrs. mms. 2 15	Miles 15.55
	St. Ghislain, ..	Amersfoort, ..	56	3 01	7.16	2 50	2 58	14.54
	Amersfoort, ..	St. Ghislain, ..	56	3 31	6.53	3 58	3 33	14.22
	Amers, ..	Tourcoil, ..	48	4 35	12.48	2 41	4 58	17.67
	Tourcoil, ..	Amers, ..	56	5 07	14.06	1 55	4 44	17.62
	Amers, ..	La Selve, via Bruchelles, ..	57	3 37	7.08	4 47	4 40	14.34
	La Selve, ..	Amers, via Louvain, ..	62	7 32	16.68	2 50	5 07	18.03
Holland Inc., ..	Rotterdam, ..	Amsterdam, ..	54	5 34	16.27	2 25	5 03	18.58
	Amsterdam, ..	Rotterdam, ..	54	4 58	13.65	3 55	4 56	18.09
	Rotterdam, ..	Amsterdam, ..	77	14 25	5.34	4 22	4 57	18.77
	do, ..	do,* ..	77	6 41	16.44	6 55	3 46	20.44
	Amsterdam, ..	Rotterdam, ..	77	12 35	6.14	7 48	4 44	16.27
	do, ..	do,* ..	77	4 56	16.74	4 44	3 39	19.21
	Rotterdam, ..	Amersfoort, ..	46	3 52	13.96	6 18	3 52	18.96
	Amersfoort, ..	Rotterdam, ..	46	3 18	16.94	4 49	3 40	14.80
	Amersfoort, ..	Den Helder, ..	52	10 51	5.75	10 27	3 54	14.58
	Den Helder, ..	Amsterdam, ..	52	12 51	4.18	8 44	3 57	10.05
	Amsterdam, ..	Watersloot, ..	95	18 33	5.12	8 59	5 54	17.06
	do, ..	do,* ..	95	4 35	20.75	6 55	4 52	22.55
	Watersloot, ..	Amsterdam, ..	95	18 11	5.28	12 55	6 19	18.04
	do, ..	do,* ..	95	8 58	15.75	1 18	4 53	19.58
	Amsterdam, ..	Nijmegen, ..	65	3 31	18.51	6 48	8 41	23.18
	Nijmegen, ..	Amsterdam, ..	62	4 14	14.94	1 14	3 59	20.67
	Amsterdam, ..	Enschede, ..	28	3 08	4.79	5 26	2 42	14.44
	Enschede, ..	Amsterdam, ..	59	3 25	4.55	5 42	3 49	10.74
	Nijmegen, ..	Yssel, ..	55	9 18	16.38	6 46	1 58	20.36
	Yssel, ..	Nijmegen, ..	58	1 52	22.58	6 55	1 45	21.13
	Apeldoorn, ..	Enschede, ..	67	12 02	5.67	7 37	4 35	18.43
	Enschede, ..	Apeldoorn, ..	67	15 13	4.41	12 55	4 35	14.75
	Oldenzaal, ..	Enschede, ..	56	5 15	9.68	8 44	5 11	15.71
	Zwolle, ..	Enschede, ..	38	6 04	6.24	2 54	3 50	14.58
Hungarian State, ..	Budapest, ..	Bruck Knitzsch, ..	112	10 56	8.48	5 55	9 45	19.56
	do, ..	Marburg, ..	143	16 30	8.68	4 47	7 45	18.33
	do, ..	Lovassa, ..	279	31 18	8.93	16 38	28 43	23.25
	do, ..	Kisbuda, ..	318	41 06	7.76	18 18	22 42	14.31
	do, ..	Esztergom, ..	247	29 58	8.25	6 55	17 54	14.47
	do, ..	Bruck, ..	413	50 37	8.13	21 59	28 35	14.68
	do, ..	Oradea, ..	365	30 12	8.78	17 17	13 55	15.23
	do, ..	Belgrad, ..	334	30 17	10.55	8 59	13 18	16.08
	do, ..	Pinz, ..	329	40 18	8.14	18 08	26 13	14.05
	Sibiu, ..	Bruck, ..	185	12 59	8.41	5 58	7 00	15.06
	Bombardier, ..	Bruck, ..	80	18 50	7.30	5 11	7 39	15.34
	Sibiu-Buda, ..	Ponony, ..	65	12 55	7.71	4 26	6 56	15.48
	Bruck-Buda, ..	Bruck, ..	70	18 18	4.78	5 26	5 32	22.46
	Ponony-Buda, ..	Bruck, ..	62	7 40	8.22	2 54	5 36	19.35
	Győr, ..	Nagybuda, ..	52	8 35	7.54	1 55	5 10	16.06
	Sibiu-Buda, ..	Sibiu-Buda, ..	44	5 35	8.45	3 34	5 16	13.27
	Nagybuda, ..	Vukovar-Buda, ..	57	8 45	6.87	3 49	5 16	11.58
	Kisbuda, ..	Pung, ..	70	8 24	10.22	1 40	5 11	18.89
	Bruck, ..	Bruck, ..	60	8 14	7.29	3 30	5 44	14.45
	Imos, ..	Vukovar, ..	65	8 31	12.31	1 26	4 45	18.55
	Bruck-Buda, ..	Nagybuda, ..	60	8 38	7.29	3 27	4 53	12.97
	Buda-Buda, ..	Bruck, ..	62	8 41	7.25	4 26	5 34	17.32
	Sibiu-Buda, ..	Kisbuda, ..	58	8 48	6.93	3 23	4 48	11.78
	Kisbuda, ..	Vukovar, ..	68	8 53	8.28	1 54	4 58	18.48

\* These trains are scheduled to run only at the option of the Railway Company.

## APPENDIX No. 2.

STATEMENTS handed in by Mr. J. COWIE, Secretary and Manager, Midland Railway (Northern Counties Committee), during his Examination on the 10th and 11th November, 1908.

SPECIAL RATES actually charged by Midland Railway (N.C.C.), compared with Ordinary Class Rates, and Rates which would be charged under the method of declassification put forward by Great Northern (I.) Co. in their Table G.

## I.

## BUTTER PER TON

Stations between		Ordinary Class 2 Rates	Actual Special Rates	Rates if reduced to Class 1 as per Great Northern (I.) Table
		s. d.	s. d.	s. d.
Belfast, ..	Larne, ..	7 12	8 9	6 9
"	Randallstown, ..	8 3	6 9	7 9
"	Ballymena, ..	9 0	7 6	7 6
"	Cullybackey, ..	10 3	8 8	8 9
"	Tomoe, ..	10 5	8 8	8 9
"	Londonderry, ..	11 5	10 11	10 8
Archie, ..	Coleraine, ..	9 6	8 0	8 1
Garragh, ..	Ballymena, ..	9 6	7 0	8 1
"	Ballymoney, ..	8 8	8 3	8 11
Cockstown, ..	Portlough, ..	10 8	10 0	10 7
Ballymena, ..	Coleraine Harb. ..	9 6	7 8	8 2
Ballymoney, ..	Kilgobbin, ..	8 9	6 0	8 7
"	Dunloy, ..	8 10	8 8	8 1
Dunrobin, ..	Londonderry, ..	9 4	7 6	8 3
Larne Harbour	Ballymena, ..	7 8	8 0	8 0

## II.

## BACON PER TON

Stations between		Ordinary Class 2 Rates	Actual Special Rates	Rates if reduced to Class 1 as per Great Northern (I.) Table
		s. d.	s. d.	s. d.
Belfast, ..	Doagh, ..	5 8	4 0	4 7
"	Blackburn, ..	6 5	4 2	5 2
"	Archie, ..	8 8	4 8	5 2
"	Larne, ..	7 10	8 0	8 9
"	Randallstown, ..	8 3	8 2	7 0
"	Ballymena, ..	8 9	8 3	7 8
"	Castledawson, ..	11 8	8 8	8 8
"	Magherafelt, ..	11 8	8 8	9 10
"	Managham, ..	10 11	10 8	10 9
"	Cockstown, ..	13 11	10 0	13 11
"	Ballymoney, ..	13 4	10 8	12 6
"	Coleraine, ..	14 10	10 8	12 8
Ballymoney, ..	Garragh, ..	8 9	8 3	8 11
"	Kilgobbin, ..	8 8	6 0	8 7
"	Dunloy, ..	8 10	8 8	8 1
Coleraine, ..	Garragh, ..	8 9	8 3	8 11
Ballymena, ..	Kilgobbin, ..	8 8	8 8	8 2
"	Coleraine Harb. ..	10 8	10 8	10 11
"	Londonderry, ..	9 4	7 6	8 0
Dunrobin, ..	"	9 4	7 6	8 0
Larne Harbour	Ballymena, ..	7 8	8 0	8 0

## III.

## EGGS PER TON

Stations between		Ordinary Class 2 Rates	Actual Special Rates	Rates if reduced to Class 1 as per Great Northern (I.) Table
		s. d.	s. d.	s. d.
Belfast, ..	Larne, ..	10 4	8 8	7 10
"	Randallstown, ..	10 9	8 8	8 3
"	Ballymena, ..	11 8	8 8	9 9
"	Cullybackey, ..	13 3	8 8	10 3
"	Tomoe, ..	13 2	9 4	10 5
"	Dunrobin, ..	16 6	12 9	13 0
"	Dunrobin, ..	25 1	20 0	22 0
"	Londonderry, ..	26 8	18 2	21 2
Magherafelt, ..	Doagh, ..	8 7	5 0	6 2
"	Kilgobbin, ..	8 7	8 7	6 7
"	Kilgobbin, ..	10 1	8 7	7 8
Garragh, ..	Ballymena, ..	12 4	7 0	9 8
Ballymena, ..	Coleraine Harb. ..	13 3	8 6	9 8
Cullybackey, ..	Londonderry, ..	18 8	14 8	14 8
Dunrobin, ..	"	22 1	17 11	19 4
Larne Harbour, ..	Ballymena, ..	10 8	7 8	7 8
Larne, ..	"	10 8	7 8	7 8
Castledawson, ..	"	10 7	8 8	8 7

## IV.

## BREAD PER TON

Stations between		Ordinary Class 2 Rates	Actual Special Rates	Rates if reduced to Class 1 as per Great Northern (I.) Table
		s. d.	s. d.	s. d.
Belfast, ..	Larne, ..	7 12	8 11	8 2
"	Larne Harbour, ..	8 2	8 9	7 0
"	Kilgobbin, ..	8 5	4 6	4 6
"	Randallstown, ..	8 3	8 9	7 8
"	Ballymoney, ..	10 4	10 0	10 3
"	Coleraine, ..	14 10	12 0	12 8
"	Portlough, ..	18 9	10 10	13 10
"	Portlough, ..	18 7	10 6	13 3
"	Londonderry, ..	17 4	14 7	14 6
"	Archie, ..	20 10	15 9	18 1
"	Dunrobin, ..	20 0	18 8	17 0
Larne, ..	Coleraine, ..	18 10	18 0	18 8
"	Ballymena, ..	7 8	8 9	8 8
"	Kilgobbin, ..	7 1	6 0	6 1
"	Doagh, ..	6 9	5 0	6 2
"	Kilgobbin, ..	8 5	6 0	6 5
"	Ballymoney, ..	4 10	4 0	4 2

## MIDLAND RAILWAY (NORTHERN COUNTIES COMMITTEE).

SPECIAL RATES actually charged by Midland Railway (N.C.C.)—continued

## V.

## SUGAR PER TON.

Stations between		Ordinary Class I Rates	Actual Special Rates	Notes if reduced to Class C plus one-third as per Great Northern (I) Table
		s. d.	s. d.	s. d.
Belfast, ..	Kilroot, ..	4 6	4 3	4 6
"	Doagh, ..	4 7	4 3	4 6
"	Markissey, ..	5 5	4 3	5 0
"	Larne, ..	6 9	5 3	6 5
"	Banahadown, ..	6 5	5 3	6 5
"	Stafordstown, ..	6 8	7 3	7 9
"	Ballymena, ..	7 5	6 8	7 9
"	Colebrook, ..	8 4	6 8	10 8
"	Magherafelt, ..	9 10	8 6	11 6
"	Glarryford, ..	6 8	9 6	10 6
"	Desperstown, ..	11 9	11 0	13 6
"	Ballymoney, ..	11 4	10 0	13 9
"	Colmace, ..	12 8	10 6	13 8
"	Portrush, ..	14 0	10 6	14 4
"	Cookstown, ..	11 11	10 6	15 4
"	Kilrea, ..	13 6	10 6	15 4
Colmace, ..	Garragh, ..	4 11	5 3	4 8
Ballymoney, ..	"	4 11	5 3	4 8
Ballymena, ..	"	5 1	7 6	7 9
Kilrea, ..	Ballymena, ..	4 7	4 3	4 6
Ballymoney, ..	Portrush, ..	5 6	4 3	5 0
Colmace, ..	Larne, ..	6 1	6 0	6 2
Londonderry, ..	"	4 11	5 3	5 0
"	Doagh, ..	5 0	7 3	7 10

## VI.

## LINEN PER TON.

Stations between		Ordinary Class 2 Rates	Actual Special Rates	Notes if reduced to class 2 less 25 per cent. as per Great Northern (I) Table
		s. d.	s. d.	s. d.
Belfast, ..	Carrickfergus, ..	5 8	3 2	3 8
"	Larne, ..	10 4	4 0	7 8
"	Ballymena, ..	7 1	3 0	5 3
"	Desper, ..	7 10	4 0	6 10
"	Markissey, ..	6 2	4 0	6 5
"	Colebrook, ..	14 3	7 6	10 8
"	Cookstown, ..	15 8	9 0	11 8
"	Kilroot, ..	13 4	5 0	8 0
"	Ballymena, ..	11 9	7 0	8 9
"	Cullybackey, ..	13 8	7 6	9 11
"	Upperlands, ..	16 11	8 2	10 5
"	Ballymoney, ..	15 8	11 0	11 6
"	Colmace, ..	18 11	10 6	14 5
"	Larne, ..	20 1	10 6	16 6
Colebrook, ..	Kilroot, ..	9 7	5 0	7 2
"	Banahadown, ..	7 10	5 0	6 10
"	Upperlands, ..	7 7	4 6	5 8
Cookstown, ..	Magherafelt, ..	11 10	8 6	9 7
"	Ballymena, ..	11 0	7 0	10 1
"	Whitehead, ..	15 6	10 6	15 4
Upperlands, ..	Aghadowey, ..	5 7	3 8	6 5
"	Cookstown, ..	4 10	5 6	7 4
"	Kilroot, ..	12 10	8 6	9 7
Aghadowey, ..	Colmace, ..	4 7	4 3	4 11
"	Ballymena, ..	11 3	8 9	9 8

## VII.

## YARN PER TON.

Stations between		Ordinary Class 2 Rates	Actual Special Rates	Notes if reduced to Class 2 less 25 per cent. as per Great Northern (I) Table
		s. d.	s. d.	s. d.
Belfast, ..	Carrickfergus, ..	5 4	4 4	5 4
"	Doagh, ..	5 5	4 4	5 5
"	Larne, ..	7 10	6 0	7 10
"	Markissey, ..	8 2	4 0	4 7
"	Banahadown, ..	8 3	5 6	4 2
"	Cookstown, ..	13 11	9 8	13 5
"	Ballymoney, ..	15 4	10 8	15 0
"	Kilroot, ..	9 0	5 8	6 0
"	Moorefield, ..	12 1	9 0	9 9
"	Cullybackey, ..	10 3	7 4	7 8
"	Larne, ..	17 4	10 8	13 9
Ballymena, ..	Kilroot, ..	7 1	6 8	5 4
Doagh, ..	Carrickfergus, ..	5 5	4 4	5 10
Cookstown, ..	"	12 10	6 0	6 7
"	Colmace, ..	11 11	9 0	6 0
"	Kilroot, ..	9 8	7 0	7 5
"	Ballymena, ..	10 5	7 0	7 7
Larne, ..	Larne, ..	17 10	13 0	10 4
"	Doagh, ..	6 9	5 0	6 6
Doagh, ..	Ballymena, ..	7 12	5 0	5 10

## VIII.

## LIME, IN Bulk, per Ton.

Stations between		Ordinary Class II Rates	Actual Special Rates	Notes if reduced to Class A less 50 per cent. as per Great Northern (I) Table
		s. d.	s. d.	s. d.
Ballymena, ..	Greenhead, ..	1 10	1 5	1 4
"	Belfast, ..	2 7	1 8	2 6
"	Andrus, ..	3 7	2 1	3 5
"	Glarryford, ..	5 5	2 10	4 10
Larne, ..	Carrickfergus, ..	2 4	1 4	2 3
"	Belfast, ..	3 5	2 8	3 5
"	Markissey, ..	3 11	2 5	3 8
"	Cullybackey, ..	5 6	3 7	5 2
Magherafelt, ..	Cookstown, ..	2 0	1 3	1 11
"	Garragh, ..	3 4	2 3	3 5
"	Cullybackey, ..	4 0	2 8	3 0
Monaghan, ..	Banahadown, ..	3 9	1 6	2 8
"	Portrush, ..	6 8	2 4	5 1
"	Londonderry, ..	7 7	3 8	6 10
"	Colebrook, ..	3 4	1 3	2 2
"	Kilroot, ..	4 4	2 0	4 0
"	Colmace, ..	5 6	2 6	4 11
Portrush, ..	Magherafelt, ..	3 6	2 0	3 4
"	Dungannon, ..	4 10	2 3	4 5
"	Cookstown, ..	3 3	4 0	5 6
Doonbeg, ..	Larne, ..	2 4	1 5	2 5
"	Desper, ..	5 7	2 6	3 5
"	Ballymena, ..	6 8	3 4	4 2
"	Upperlands, ..	4 2	3 8	5 11

## MIDLAND RAILWAY (NORTHERN COUNTIES COMMITTEE).

## IX.

COMMENTS on the Tables of Rates submitted in evidence by the Department of Agriculture.

## I.

## THROUGH RATES FROM IRISH STATIONS AND FROM CONTINENTAL PORTS TO STATIONS IN GREAT BRITAIN.

In regard to the Tables marked A, B, C, supplied by the Department of Agriculture, I am interested only in Table A, so far as it relates to bacon traffic from Ballymena, which shows rates from that station to certain places in England and Scotland in comparison with rates from Continental ports to the same places. It is to be observed that for the Irish products the rates are taken from Ballymena, which is the point of origin, where the carcasses are purchased, cut up, prepared, and packed, and the cured articles sent thence direct to the English and Scotch centres named, and, therefore, the charges shown represent the full transport cost from point of production. On the other hand, the Continental traffic must be first drawn from interior points or sources of origin, and consequently chargeable with the conveyance cost from actual point of production to the Continental port, with accessory charges, such as port dues, etc., etc.

I understand the original sending points on the Continent are varied, and in many cases extended a considerable distance from the port, but I think it will not be considered unfair if I take the Irish rail distance, Ballymena to Belfast, the point of shipment, which is 33 miles, and assume it as an average distance which the traffic would be conveyed on the Continent before reaching the port, and taking the average cost in the five countries from the ports of which rates have been used in comparisons on tables, for the distance named, plus port dues, etc., it would give about 8s. per ton, and I take this amount as a reasonable addition to the lowest rate shown in the table from each Continental port, and in the cases of the Dieppe and the Boulogne to London rates, have added 2s. per ton for London cartage, as these rates are station to station.

On this basis I submit the following statement of comparisons:—

## BACON.

From	D. Birmingham.	D. Derby.	D. Leeds.	D. London.	S. to S. Liverpool.	D. Manchester.	S. to S. Glasgow.
	Per Ton s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
Ballymena,	35 8	37 8	32 6	28 2	35 0	27 8	35 0
Rotterdam,	46 0	42 0	34 4	44 7	41 0	43 0	51 0
Antwerp,	46 0	40 0	34 4	46 7	43 0	48 0	51 0
Amsterdam,	45 13	44 11	39 0	47 6	38 0	36 0	53 11
Brussels,	46 0	—	39 4	—	40 0 D.	40 0	50 0 D.
Dieppe,	46 0	55 2	42 8	—	54 10 D.	50 10	73 0 D.
Boulogne,	46 0	55 6	42 2	—	54 10 D.	56 10	75 0 D.
				Teuch 40 0 Salted and Smoked 21 0 2s. 0			
Average difference per ton in favour of Irish Product.	10 4	10 8	13 5	5 0	31 5	15 11	40 8
Average difference per ton in favour of the United Kingdom.	0 0	0 0	0 0	23 10	0 0	0 0	0 0

"D." means delivered. "S. to S." means Station to Station.

It will be seen that in 39 cases the Ballymena rates are lower by differences ranging from 10d. per ton to 22 18s. per ton, and in only two cases are the Ballymena rates higher, the differences being 9s. 6d. per ton and 32s. 2d. per ton, and these arise in the rates, Dieppe to London, 120 miles, and Boulogne to London, 100 miles, as against Ballymena to London, 330 miles.

Not only have the Ballymena rates the advantage in the matter of rates, but they possess also a great advantage in price over Continental cures. For example, on 1st September, 1908, the highest prices in Liverpool for bacon were:—

	s. d.
Irish,	60 0 per 112 lbs.
German,	63 0 " " "

	s. d.
Canadian,	60 0 per 112 lbs.
American,	58 0 " " "

showing a difference in favour of the Irish produce of 2s per ton over Danish, 4s per ton over Canadian, and 12 10s. per ton over American.

This industry in Ballymena has been a progressing one, and in the past five years has increased by upwards of 25 per cent.

During 12 months ending 30th June, 1908, the quantity of bacon and hams sent from Ballymena to cross-Channel points alone was 3,519 tons.

## MIDLAND RAILWAY (NORTHERN COUNTIES COMMITTEE).

COMMENTS ON the Tables of Rates submitted in evidence by the Department of Agriculture

## 2.

## COMPARISONS OF INTERIOR IRISH AND CONTINENTAL GOODS RATES.

Referring to the Tables of Rates Nos. 1a to 67a prepared by the Department of Agriculture, the Irish rates are shown for certain distances, but without giving the names of stations, the corresponding Continental rates being given for similar distances, and in Tables 1a to 45e, inclusive, the latter are worked out in percentage form.

Upon investigation I have ascertained the particular stations and rates on the Northern Counties line that were selected for the compilation of the Tables.

So far as our stations are concerned it would appear that they have been chosen without much, if any, regard as to whether traffic of the descriptions dealt with actually passes.

In the majority of cases I find that traffic does not pass, and the rates are the ordinary class figures, which do not fairly represent the charges made between points where there is a regular traffic.

In addition to this, quite a number of our rates as given by the Department are inaccurate, as shown by

corrections I have made in the following Tables, and for these reasons I submit that the percentages given are very misleading, and of little practical value for the purpose intended.

I propose to give some examples of working rates in respect of the principal commodities dealt with in the Tables.

The rates on the Continent with which comparison is made are apparently "slow transit" ones, and taking the limit allowed for conveyance, as given in Mr. MacNulty's Statement of Evidence, would be found to be utterly useless in our district, as expeditions transit and immediate delivery are required. In the case of butter, eggs, bacon, etc., we in many cases convey by passenger trains at goods train rates, so that traffic which is procured in the markets is to a considerable extent at destination same date, or handed to Steamship Companies for shipment same night.

Slow transit service is out of the question for the requirements of our traffic, and, therefore, it is clearly unfair and inequitable to make such a comparison.

## EGGS.

TABLE 1A.

I find that rates are given in Department's Tables for 1 ton lots, 5 ton lots, and 10 ton lots. I shall deal only with the rates for 1 ton lots, as we do not get the traffic in such quantities as 5 or 10 tons.

In compiling the Table, four pairs of stations in which I am interested have been taken as shown in the following statement, and in three of these cases, viz., 47, 48, and 53 miles, they are the lowest rates shown in the Tables, while the rate of 88s. 8d., Glenties and Belfast, is used as the highest figure; but this rate is incorrect—should be 10s. 8d.—and, therefore, instead of being the highest rate for the distance, is 2s. 11d. per ton under the lowest rate shown.

I also give below examples of rates between six pairs of our stations where traffic passes regularly, and these all show considerably under the lowest rates given in the Table.

Irish Rates as per Department's Table.				Midland Railway N.C.C. Stations and Rates used in compilation of Table.			
Distance	Number of pairs of stations	Lowest	Highest	Distance	Stations	Rate	Correct Rate
Miles.		s. d.	s. d.	Miles		s. d.	s. d.
47	4	13 4	16 10	47	Downpatrick and Londonderry.	12 4	—
48	2	13 0	13 6	48	Monaghan and Belfast.	13 0	—
53	4	14 0	17 1	53	Glenties and Londonderry.	14 0	—
104	4	29 7	31 5	104	Glenties and Belfast.	21 4	24 5

## EGGS.

Examples of actual working rates compared with the rates given in the Department's Tables for corresponding distances.

Department's Statements			Midland Railway N.C.C. Rates.		
Distance	Lowest	Highest	Distance	Stations	Rate
Miles.	s. d.	s. d.	Miles		s. d.
23	6 5	10 10	24	Belfast and Larne.	8 9
27	9 5	12 3	27	Belfast and Sandwich.	9 9
30	9 3	11 3	30	Belfast and Ballymena.	9 0
42	13 4	14 10	42	Belfast and Magherafelt.	11 6
54	14 0	15 1	54	Belfast and Dergstown.	12 8
55	10 0	22 7	55	Belfast and Lonsdale.	17 8

## MIDLAND RAILWAY (NORTHERN COUNTIES COMMITTEE).

Comments on the Tables of Rates submitted in evidence by the Department of Agriculture.

2—continued.

BUTTER.

TABLE 2A.

The points between which the rates have been taken on our line for compiling the Department's Tables, as shown below, are in some cases those where traffic does not pass to any great extent, and are, therefore, not all to be taken as actual working figures. I give in the statement also some examples of rates between stations where traffic is regularly passing, and it will be seen that in every case the rate is lower than that shown in Department's Table for a like or nearly like distance. I am dealing with the rates for 1 ton lots only, as we do not get the traffic in such consignments as 5 or 10 tons.

Irish Rates as per Department's Table.				Midland Railway N. C. C. Stations and Rates used in compilation of Table.		
Distance.	Number of pairs of Stations.	Lowest.	Highest.	Distance.	Stations.	Rate.
Miles.		s. d.	s. d.	Miles.		s. d.
21	5	5 12	8 4	21	Londonderry and Castlebr.,	5 4
22	1	—	12 8	43	Ballymena and Londonderry,	12 8
24	4	12 0	15 7	24	Belfast and Cookstown,	12 0
24	4	12 0	15 7	24	Ballymena and Belfast,	12 0
22	4	12 0	15 10	62	Londonderry and Bally- shannon	15 10
22	4	12 0	15 10	62	Belfast and Culmeane,	15 10

Examples of actual working rates compared with the rates given in the Department's Tables for corresponding distances.

Department's Statement.			Midland Railway N. C. C. Rates.		
Distance.	Lowest.	Highest.	Distance.	Stations.	Rate.
Miles.	s. d.	s. d.	Miles.		s. d.
22	7 0	8 5	22	Belfast and Banbridge,	6 8
42	12 2	15 8	27	Belfast and Coleraine,	8 8
42	12 2	15 8	35	Belfast and Ballymena,	7 6

BACON.

TABLE 3A.

In this case the stations selected by the Department for comparison are in some instances points between which traffic would not pass, and, therefore, under the figures of very high rates. For example, bacon would not be sent from Londonderry to Derry, Cookstown or Carnockfergus, nor Ballymena to Limerick or Dungiven, nor Belfast to Culmeane. Derry would be supplied from the port-calling center in its own neighborhood, viz.—Ballymena; and Limerick, Dungiven, and Culmeane would be supplied from Londonderry. Carnockfergus is only 14 miles from Belfast, and would, of course, be supplied from that point, and how it comes to be suggested that any rate which could be averaged from Derry, 61 miles, against rate of 3s. for 94 miles from Belfast, would result in Carnockfergus drawing surplus from Londonderry is difficult to understand.

It will be observed that for the distance 20 miles, our rate of 8s. 6d. has been used as lowest, but the correct rate is 8s.; similarly for 30 miles our rate of 8s. has been taken as lowest, but correct figure is 7s. 6d. I give seven specimens of rates between other pairs of stations where traffic passes regularly, and these are in every case under the lowest rate used by the Department.

The lowest rate in the Department's table for 30 miles is 8s. per ton, but our rate for 33 miles, Ballymena to Belfast, is only 6s. 6d. per ton, and at this rate we carried for past 12 months 648 tons.

BACON.

Irish Rates as per Department's Table.				Midland Railway N. C. C. Stations and Rates used in compilation of Table.			Correct Rate.
Distance.	Number of pairs of Stations.	Lowest.	Highest.	Distance.	Stations.	Rate.	
Miles.		s. d.	s. d.	Miles.		s. d.	s. d.
5	5	2 6	5 2	5	Derry C. and Eglarua,	5 5	—
20	5	8 0	7 4	20	Ballymena and Glarryford,	4 10	—
22	5	8 6	9 12	22	Belfast and Nethercross,	7 2	—
22	4	8 0	10 9	32	Ballymena and Ballymore,	7 4	—
40	4	11 7	12 9	32	Ballymena and Coleraine,	6 8	8 0
22	5	11 12	13 4	40	Derry C. and Banagher,	8 0	7 4
62	3	13 10	14 6	40	Londonderry and Portlough,	11 7	—
72	3	14 3	15 8	50	Belfast and Maghera,	12 10	—
80	3	15 0	16 5	50	Derry and Duxbury,	12 0	—
91	2	16 2	17 4	60	Ballymena and Limerick,	12 4	12 0
				80	Ballymena and Dungiven,	14 8	—
				74	Derry C. and Cookstown,	17 12	—
				96	Belfast and Culmeane,	19 8	—
				72	Derry and Carnockfergus,	20 2	—

## MIDLAND RAILWAY (NORTHERN COUNTIES COMMITTEE).

COMMENTS on the Tables of Rates submitted in evidence by the Department of Agriculture.

2—continued.

Examples of actual working rates compared with the rates given in the Department's Tables for corresponding distances.

Department's Statement.			Midland Railway N. C. C. Rates.		
Distance.	Lowest.	Highest.	Distance.	Stations.	Rate.
Miles.	s. d.	s. d.	Miles.		s. d.
20	5 0	7 6	20	Belfast and Muckamore, ..	4 8
30	8 0	10 0	22	Belfast and Ards, ..	4 2
40	11 7	12 0	35	Belfast and Ballymena, ..	5 0
50	12 11	15 4	41	Belfast and Carrickfergus, ..	5 0
60	15 10	14 4	42	Belfast and Muckamore, ..	5 8
			54	Belfast and Ballymena, ..	10 0
			68	Belfast and Coleraine, ..	12 0

## OATS.

TABLE 42.

This traffic usually passes in 5 ton lots of less, and I therefore leave out of account the rates shown for 1 ton lots. Some of the rates used by the Department in compiling the table are our full Class C. figures, where there is not any traffic, and, of course, do not represent the charges which would be applied if traffic offered at frequent intervals.

Rates between twelve pairs of our stations have been used, but six of these rates are incorrect.

I may also remark that in table for 10 ton lots, our rate, Dungiven and Londonderry, 30 miles, is shown as highest, 8s. 9d., but correct rate is 8s., and our Portrush and Londonderry, 40 miles, is given as highest 7s., but correct rate is 6s.

I give examples of seven working rates, compared with rates for similar, or nearly similar, distances used in the Department's table, and it will be seen that in one case the rate is the same, and in every other case lower than those used in table.

We carry a large quantity of Oats every season, Larnadey to Belfast, which passes in considerable volume, to a large extent in 20 ton lots and upwards, and therefore the bulk of it is conveyed at 2s. 6d. per ton.

## OATS.

Irish Rates as per Department's Table. 5 Tons.				Midland Railway N. C. C. Stations and Rates used in compilation of Table.			Correct Rate.
Distance.	Number of pairs of Stations.	Lowest.	Highest.	Distance.	Stations.	Rate.	
Miles.		s. d.	s. d.			s. d.	s. d.
5	4	1 0	2 0	5	Londonderry and Enniskillen, ..	2 0	—
21	10	3 0	4 8	9	Ballymena and Glenties, ..	2 0	—
30	5	4 0	5 2	21	Derry W. S. and Ballymena, ..	3 0	3 0
40	5	5 4	7 0	31	Derry W. S. and Carrickfergus, ..	4 2	—
50	7	5 0	6 5	39	Derry W. S. and Dungiven, ..	5 8	5 0
54	12	5 0	6 0	40	Derry W. S. and Portrush, ..	7 0	5 0
61	4	10 4	13 0	50	Belfast and Maghera, ..	7 6	6 0
				56	Derry W. S. and Ince, ..	8 0	—
				60	Ballymena and Larnadey, ..	6 0	—
				64	Derry W. S. and Glenties, ..	8 0	—
				64	Derry W. S. and Eskdale, ..	5 0	4 0
				92	Derry W. S. and Carrickfergus, ..	11 2	11 0

Examples of actual working rates compared with the rates given in the Department's Tables for corresponding distances.

Department's Statement.			Midland Railway N. C. C. Rates.		
Distance.	Lowest.	Highest.	Distance.	Stations.	Rate.
Miles.	s. d.	s. d.	Miles.		s. d.
8	1 0	2 0	9	Ballymena and Coleraine, ..	1 0
35	2 0	2 10	25	Belfast and Ballymena, ..	2 2
35	4 0	5 0	28	Belfast and Larne, ..	2 8
50	8 10	9 4	65	Belfast and Portrush, ..	5 0
51	8 0	10 0	85	Belfast and Larnadey, ..	7 8
51	10 4	11 8	82	Do., ..	5 0 10 tons.
			95	Belfast and Enniskillen, ..	8 0

## MIDLAND RAILWAY (NORTHERN COUNTIES COMMITTEE).

Comments on the Tables of Rates submitted in evidence by the Department of Agriculture.

2—continued.

BAILLEY.

TABLE 5a.

In compiling the Table by Department rates are taken between five pairs of our stations, four of these rates being shown as the highest for 1 ton, 5 ton, and 10 ton lots, but all four rates are incorrect, as will be seen from the following particulars. The actual rate for 20 miles, Ballymena and Ballymoney, instead of being highest, is 6d. per ton under lowest rate for 40 miles, Portrush and Londonderry, shown as 2s. 6d., should be 6s. per ton for 5 ton lots; while there is a still lower rate of 4s. 6d. per ton for 20 ton lots, at which lower rate the traffic is largely earned.

The percentages given by Department are, therefore, very misleading.

Irish Rates as per Department's Table. 5 Tons.				Midland Railway N. C. C. Stations and Rates used in compilation of Table.				Current Rate.
Distance.	Number of pairs of Stations.	Lowest.	Highest.	Distance.	Stations.	Rate.		
Miles.		s. d.	s. d.	Miles.		s. d.	s. d.	
20	4	2 0	4 6	20	Ballymena and Ballymoney.	—	5 6	
20	6	4 9	6 3	20	Londonderry and Bangor.	—	6 3	
40	1	—	7 6	40	Londonderry and Portrush.	—	7 6	
40	3	5 8	9 3	50	Londonderry and Derry.	—	6 3	
50	1	5 6	9 2	50	Ballymena and Limerick.	—	6 9	

## WHEAT.

TABLE 5b.

The examples taken in compiling the Tables are between three pairs of our stations, as shown below, and I am not aware that any such traffic would pass between the points named. For example, there is not any wheat grown in Carrickfergus distinct for despatch to any point, nor is there any milling industry there requiring wheat; but assuming the traffic to be required at Carrickfergus, how could supplies be drawn from the port of Londonderry 22 miles against the port of Belfast, only 24 miles distant, with rate of 2s. 3d. per ton? What is the object in giving such a comparison?

There is a large milling industry at Ballymena, and during the past twelve months we carried, Belfast to Ballymena, about 4,000 tons wheat, the bulk of which was charged at 8s. per ton for the 38 miles, as it passes in large quantities at a time. I give particulars of the rates in force, Belfast to Ballymena and Limerick.

Irish Rates as per Department's Table. 5 Tons.				Midland Railway N. C. C. Stations and Rates used in compilation of Table.			
Distance.	Number of pairs of Stations.	Lowest.	Highest.	Distance.	Stations.	Rate.	
Miles.		s. d.	s. d.	Miles.		s. d.	
8	4	1 3	3 1	8	Ballymena and Carrickfergus.	—	3 6
20	4	5 6	7 6	20	Belfast and Ballymena.	—	7 6 2 tons
40	1	—	11 3	40	Do.	—	9 3
40	4	11 3	13 3	40	Belfast and Carrickfergus.	—	11 3

## WHEAT.

Examples of actual working rates compared with the rates given in the Department's Tables for corresponding distances.

Department's Statement.			Midland Railway N. C. C. Rates.		
Distance.	Lowest.	Highest.	Distance.	Stations.	Rate.
Miles.	s. d.	s. d.	Miles.		s. d.
8	2 0	3 1	8	Ballymena and Coleraine, ..	1 9 ..
20	5 6	6 3	20	Belfast and Ballymena, ..	4 9 5 tons
20	4 9	5 9	20	Do. .. ..	4 9 100 tons
20	4 9	5 6	20	Do. .. ..	2 0 200 do.
40	6 0	6 8	40	Belfast and Limerick, ..	6 0 30 tons



## MIDLAND RAILWAY (NORTHERN COUNTIES COMMITTEE).

COMMENTS on the Tables of Rates submitted in evidence by the Department of Agriculture.

2—continued.

## INDIAN CORN.

TABLE 7a.

The stations on our line between which rates have been taken for compilation of the tables are not all points between which this traffic passes, and as a matter of fact the stations between which the bulk of the traffic is carried have not been included. I give in following statement particulars of the rates used by the Department, showing corrections, and I have also added some examples of working rates between stations where there was a considerable volume of traffic, and it will be seen how much lower rates the weight of the traffic bears than those shown in the tables.

For past twelve months we have carried to Ballymena, Ballymoney, Coleraine, and Kircubbin, interior towns, where Corn is milled, 11,500 tons.

These figures show that our rates must be such as to encourage the movement of the traffic.

## INDIAN CORN.

Irish Rates as per Department's Table 5 Tons.				Midland Railway N. C. C. Stations and Rates used in compilation of Tables.			Correct Rate.
Distance.	Number of pairs of Stations.	Lowest.	Highest.	Distance.	Stations.	Rate.	
Miles.		s. d.	s. d.	Miles.		s. d.	s. d.
5	2	1 6	5 9	5	Londonderry and Kesh, ..	2 0	—
10	5	3 0	5 0	10	Belfast and Magheramore, ..	3 0	—
20	6	4 9	6 0	20	Londonderry and Dungannon, ..	5 0	—
30	5	5 3	6 0	30	Londonderry and Portrush, ..	5 0	—
40	5	6 5	7 0	40	Belfast and Maghera, ..	7 6	6 30 6 tons.
50	5	6 5	7 6	50	Londonderry and Derry, ..	8 8	—
54	10	5 0	9 0	54	Londonderry and Cloughferry, ..	9 8	5 10 6 tons.
54	10	5 0	9 0	54	Londonderry and Ballymena, ..	5 8	4 0
61	6	10 6	11 5	61	Londonderry and Carrickfergus, ..	11 0	10 8

## INDIAN CORN.

Examples of actual working rates compared with the rates given in the Department's Tables for corresponding distances.

Department's Statement.			Midland Railway N. C. C. Rates.		
Distance.	Lowest.	Highest.	Distance.	Stations.	Rate.
Miles.	s. d.	s. d.	Miles.		s. d.
10	4 3	6 2	12	Belfast and Ballymena, ..	4 9 5 tons.
16	4 8	6 9	22	Do., ..	4 8 25 "
18	4 8	8 0	23	Do., ..	4 0 189 "
20	4 5	8 0	25	Do., ..	3 0 280 "
30	4 6	8 5	34	Derry and Coleraine, ..	4 0 5 "
30	4 6	6 0	34	Do., ..	3 4 306 "
40	5 0	6 4	43	Belfast and Magheramore, ..	5 0 5 "
40	5 6	6 4	42	Derry and Ballymoney, ..	5 0 2 "
46	5 3	8 7	42	Do., ..	3 4 180 "
54	6 4	7 6	48	Belfast and Derry, ..	5 8 10 "
54	5 3	8 5	54	Belfast and Ballymoney, ..	4 0 180 "
54	5 3	9 0	56	Belfast and Kircubbin, ..	6 0 16 "

## MIDLAND RAILWAY (NORTHERN COUNTIES COMMITTEE).

COMMENTS on the Tables of Rates submitted in evidence by the Department of Agriculture.

2—continued.

## FLOUR.

TABLE 10a.

In the rates taken by the Department for compiling this Table, so far as our stations are concerned, some errors occur which I show in the statement below. I also give rates between other pairs of stations where there is a considerable traffic, and it will be seen how much lower these latter are, generally, than the rates used in the Table for similar or nearly similar distances; these amended and additional figures render the percentages comparisons of very little value.

Irish Rates as per Department's Table. 2 Tons.				Midland Railway N.C.C. Stations and Rates chosen for comparison of Tables.			Correct Rate.
Distance.	Number of pairs between.	Lowest.	Highest.	Distance.	Stations.	Rate.	
Miles.		s. d.	s. d.	Miles.		s. d.	s. d.
8	18	1 9	2 11	8	Ballymena and Glenties, .. ..	2 8	—
9	19	1 9	2 11	9	Derry W. S. and Eglinton, .. ..	2 9	—
20	12	2 0	3 0	20	Bellinistown and Bellinacorney, .. ..	4 8	2 6
20	12	2 0	3 0	30	Belfast and Magheramore, .. ..	2 0	—
30	11	4 6	5 3	30	Londonderry and Dungiven, .. ..	5 0	5 0
40	8	5 0	7 8	40	Londonderry and Portrush, .. ..	7 0	5 8
50	8	5 0	8 9	50	Ballymena and Lameenah, .. ..	5 9	—
58	8	5 0	8 9	50	Belfast and Maghera, .. ..	7 6	—
58	8	5 0	8 9	58	Derry W. S. and Bunclogh, .. ..	8 9	—
54	11	5 0	8 9	54	Derry and Bellinistown, .. ..	8 6	8 0
54	11	5 0	8 9	54	Derry W. S. and Glenties, .. ..	9 8	—
61	10	8 0	11 8	61	Derry W. S. and Carrickfergus, .. ..	11 6	—

## FLOUR.

Examples of actual working rates compared with the rates given in the Department's Tables for corresponding distances.

Department's Statement.			Midland Railway N.C.C. Rates.		
Distance.	Lowest.	Highest.	Distance.	Stations.	Rate.
Miles.	s. d.	s. d.	Miles.		s. d.
35	2 6	4 2	35	Belfast and Ballymena, .. ..	2 8 5 tons.
35	4 0	5 2	35	Belfast and Lorne Harbour, .. ..	3 0 5 "
42	5 0	7 0	37	Belfast and Coleraine, .. ..	5 3 5 "
49	6 0	7 0	35	Ballymena and Portrush, .. ..	4 9
40	6 0	7 0	40	Derry W. S. and Portrush, .. ..	2 0 5 "
54	5 0	8 8	54	Belfast and Ballymena, .. ..	8 8 5 "
70	8 0	9 18	54	Do, .. ..	8 6 18 "
45	5 0	11 9	65	Belfast and Portrush, .. ..	7 6 2 "
			42	Belfast and Lameenah, .. ..	7 8 5 "

## MIDLAND RAILWAY (NORTHERN COUNTIES COMMITTEE).

COMMENTS on the Tables of Rates submitted in evidence by the Department of Agriculture.

2—continued.

## POTATOES.

TABLE 13c.

The rates in some cases used by the Department in compiling the Tables are between stations where there is not any traffic, and some of the figures are incorrect, as shown in the following statement. I include in this statement particulars of some rates in operation where traffic passes in considerable quantities, and it will be seen that these are much under even the lowest rates shown in the Table. I may say that the quantity of Potatoes carried locally between our stations for the year 1907 was 19,095 tons.

Irish Rates as per Department's Table, 5 Tons.				Midland Railway N.C.C. Stations and Rates used in compilation of Tables.			Corrected Rate.
Distance.	Number of pairs of Stations.	Lowest.	Highest.	Distance.	Stations.	Rate.	
Miles.		s. d.	s. d.	Miles.		s. d.	
18	9	2 5	5 2	10	Bellah and Carrickmore, ..	2 2	—
21	30	3 11	4 6	21	Derry W. S. and Bellefleur, ..	4 0	—
21	10	3 11	4 6	21	Derry W. S. and Castle, ..	4 2	—
20	9	4 0	5 2	30	Derry W. S. and Denagren, ..	5 5	—
50	5	5 4	6 9	50	Derry W. S. and Denagren, ..	6 9	—
50	5	5 4	6 9	50	Bellah and Maghara, ..	7 6	5 6
54	12	5 0	6 2	54	Derry W. S. and Glenties, ..	9 6	—
54	12	5 0	6 2	54	Derry W. S. and Ballintra, ..	5 6	5 2
60	7	5 0	10 11	60	Derry W. S. and Ballymena, ..	10 4	—
62	7	5 0	10 11	62	Bellah and Colman, ..	5 0	—
62	7	5 0	10 11	62	Derry and Ballymena, ..	9 2	5 4
105	4	11 0	12 6	105	Londonbury and Lanes, ..	12 0	13 5

## POTATOES.

Examples of actual working rates compared with the rates given in the Department's Tables for corresponding distances.

Department's Statement.			Midland Railway N.C.C. Rates.		
Distance.	Lowest.	Highest.	Distance.	Stations.	Rate
Miles.	s. d.	s. d.	Miles.		s. d.
10	2 2	3 2	9	Ballymena and Colman, ..	1 0
21	3 11	4 6	29	Kilrea and Colman, ..	3 0 2 tons.
30	4 9	5 2	50	Ballymena and Bellah, ..	4 4
30	4 9	5 2	30	Artes and Lanes Harbour, ..	4 5 5 "
30	4 9	5 2	30	Ballymena and Colman, ..	4 5 5 "
50	5 11	6 4	60	Portrush and Bellah, ..	7 5 5 "
50	5 11	6 4	60	Castlerea and Bellah, ..	5 4 5 "
70	6 11	7 4	60	Do, ..	6 4 10 "
70	6 11	7 4	70	Bellefleur and Bellah, ..	7 0 5 "
70	6 11	7 4	70	Do, ..	6 0 10 "
70	6 11	7 4	70	Lanes and Colman, ..	7 0 5 "
67	9 6	11 6	63	Managhy and Bellah, ..	7 0 5 "
				Do, ..	6 4 10 "
84	9 6	11 6	80	Denagren and Bellah, ..	5 9 5 "
84	9 6	11 6	80	Do, ..	7 5 10 "
85	9 6	10 6	80	Bellah and Colman, ..	6 4 10 "
82	6 9	10 6	80	Do, ..	5 5 10 "

## MIDLAND RAILWAY (NORTHERN COUNTIES COMMITTEE).

COMMENTS on the Tables of Rates submitted in evidence by the Department of Agriculture.

2—continued.

## AGRICULTURAL SEEDS.

TABLE 26a.

The rate for Grass-seed, Dungiven and Londonderry, used by the Department in making up the Table is incorrect—should be 7s. instead of 7s. 6d per ton. I give in the following statement examples of working rates for Grass-seed between our stations, compared with the rates for corresponding distances shown in the Tables, and it will be seen how favourable these are.

I may say that for the last twelve months we carried, Ballymena to Belfast, 1,426 tons, and Belfast to Ballymena, 800 tons of Grass-seed.

We carried between our local stations during the year 10,760 tons of Agricultural Seeds.

Irish Rates as per Department's Table.				Midland Railway N.C.C. Stations and Rates used in compilation of Table.			Correct Rate
Distance.	No. of pairs of Stations.	Lowest.	Highest.	Distance.	Stations	Rate.	
Miles.		s. d.	s. d.	Miles.		s. d.	s. d.
20	5	3 9	3 9	10	Belfast and Carrickfergus, ..	3 0	—
21	10	3 13	7 1	21	Londonderry and Bellefleur, ..	7 1	—
21	10	3 13	7 1	21	Londonderry and Carrickfergus, ..	7 1	—
30	9	7 11	4 4	30	Londonderry and Dungiven, ..	4 4	—
30	9	7 9	4 4	30	Londonderry and Dungiven (Grass Seed, 1 ton), ..	7 6	7 6
40	6	9 9	12 10	40	Londonderry and Portlough, ..	10 0	—
54	11	16 13	13 13	54	Londonderry and Glenties, ..	13 1	—
54	11	16 13	16 13	54	Londonderry and Ballymena, ..	13 4	—
62	6	13 3	15 0	62	Belfast and Coleraine, ..	12 11	—
62	6	7 4	13 9	62	Belfast and Coleraine (Grass Seed, 5 tons), ..	13 6	—
62	6	13 5	13 9	62	Belfast and Coleraine (Grass Seed), ..	11 6	—
62	6	11 9	15 0	62	Belfast and Coleraine (Flax Seed), ..	12 8	—
62	6	13 3	15 0	62	Derry and Ballymena, ..	12 14	—
108	5	17 11	20 0	108	Derry and Larne, ..	16 4	—

## GRASS-SEED.

Examples of actual working rates compared with the rates given in the Department's Tables for corresponding distances.

Department's Statement			Midland Railway N.C.C. Rates		
Distance.	Lowest.	Highest.	Distance.	Stations	Rate.
Miles.	s. d.	s. d.	Miles.		s. d.
21	3 14	7 1	20	Ardara and Belfast, ..	4 2
30	7 0	6 4	32	Ardara and Ballymena, ..	6 6 5 tons
30	7 11	8 4	35	Ballymena and Belfast, ..	8 2
40	9 0	12 10	40	Magherafelt and Belfast, ..	6 6 5 tons
54	12 10	13 13	54	Ballymena and Belfast, ..	10 8
70	12 11	15 0	60	Portlough and Belfast, ..	11 6
70	13 0	15 0	60	Magherafelt and Derry, ..	6 6 5 tons
87	13 4	17 1	82	Larne and Belfast, ..	15 0

## MIDLAND RAILWAY (NORTHERN COUNTIES COMMITTEE).

Comments on the Tables of Rates submitted in evidence by the Department of Agriculture.

2—continued.

## DEAD FIGS.

TABLE 22.

I have again to refer to the fact that some of the pairs of stations selected by the Department for rates for the purpose of comparison are points between which there is not any Dead Pig traffic; for example, there is not any traffic Portlough and Londonderry, or Glenties and Londonderry, and the quantities passed between Bellarena and Londonderry for last year was 2 tons. Such comparisons are therefore useless.

In addition to showing in the following statement particulars of the stations between which rates were taken for compiling the Table, I also give examples of actual working rates which are being used for a considerable traffic, and it will be observed that these latter rates are in every case lower than the lowest rate shown in the Table, and, I think, compare favourably with the Continental figures, which are for slow transit. I would refer here specially to the question of transit, as this traffic with us requires very capacious handling, particularly during summer months, in fact we carry a large portion of it by passenger trains at goods train rates, and it not infrequently happens that the carcasses are bought in markets on our line, transported by rail to the carrier's home station, cut up, prepared, and portion packed and sent out by rail to other stations or to the port for shipment to England and Scotland same night—this point is already referred to in my relating evidence. I do not know whether in practice the traffic is conveyed on the Continent by slow transit, for which the comparison of rates have been taken, but I do know that for this traffic, as well as other commodities dealt with in these tables, such service would be utterly useless to meet the requirements of traders in our district.

The pork curing industry is carried on at Belfast, Ballymena, Ballymoney, and Londonderry, and to these points we carried about 4,900 tons of Dead Pigs during the twelve months ending 31st December, 1907.

## DEAD FIGS.

Irish Rates as per Department's Table.				Midland Railway N.C.C. Stations and Rates used in compilation of Table.			Current Rate.
Distance.	Number of pairs of Stations.	Lowest.	Highest.	Distance.	Stations.	Rate.	
Miles.		s. d.	s. d.	Miles.		s. d.	s. d.
12	4	5 0	6 9	25	Londonderry and Strabane,	5 6	—
21	5	5 8	7 6	21	Londonderry and Bellarena,	6 2	—
30	5	5 5	7 6	21	Londonderry and Glenties,	6 6	—
39	8	5 0	10 6	30	Londonderry and Dungannon,	5 9	—
49	7	9 11	11 2	40	Londonderry and Portlough,	9 12	—
54	9	11 9	19 10	54	Londonderry and Glenties,	11 9	—
54	6	12 6	19 10	54	Cookstown and Belfast,	12 9	—
54	6	11 6	19 10	54	Londonderry and Bellarena,	12 10	—
62	5	15 11	14 6	65	Cookstown and Belfast,	12 9	—
62	2	15 11	14 6	62	Ballymena and Londonderry,	12 11	12 0
68	5	15 11	14 6	62	Derby and Ballythorn,	14 6	—
62	8	12 11	14 6	62	Do.,	—	12 6 2 tons.

## DEAD FIGS.

Examples of actual working rates compared with the rates given in the Department's Tables for corresponding distances.

Department's Statement.			Midland Railway N.C.C. Rates.		
Distance.	Lowest.	Highest.	Distance.	Stations.	Rate.
Miles.	s. d.	s. d.	Miles.		s. d.
15	5 9	6 9	15	Belfast and Ballythorn,	5 9
22	5 5	7 6	22	Belfast and Antrim,	5 9
30	5 0	10 6	30	Ballymena and Maghera,	6 6
39	5 0	10 6	39	Ballymena and Garvaghy,	7 9
49	9 11	11 2	49	Belfast and Maghera,	9 6
54	11 9	19 10	54	Ballymena and Lamey,	10 9
54	11 9	19 10	54	Londonderry and Killybegs,	10 9
62	—	14 6	62	Lamey and Belfast,	14 11

## APPENDIX No. 3.

## BELFAST AND CO. DOWN COMPANY'S TABLES.

STATEMENTS handed in by Mr. C. A. MOORE, Manager, Belfast and Co. Down Railway, during his examination on 12th November, 1908, and letter subsequently addressed by him to the Commission.

## I.

COMPARISON of Lowest Irish Rates as quoted by Mr. McNULTY, with the Lowest Rates in operation on the Belfast and County Down Railway.

#### COMPARISON OF PLATES

Irish Rates quoted by Mr. McSherry.				Rail and County Down Railway Company.		
Traffic		Distance	Lowest Rate	Distance	Lowest Rate	Stations.
		Miles.	Per Ton s. d.	Miles.	Per Ton s. d.	Rail and County Down
Barry—						
In 5-ton lots,	..	20	8 6	20	7 6	Downpatrick, Ballyvaughan,
In 10-ton lots,	..	20	8 2	20	7 4	
Blackburn—						
In 5-ton lots,	..	40	12 7	42	9 8	Castledillon,
Coleraine—						
In 5-ton lots,	..	32	3 0	22	2 6	Donaghadee, Castledillon,
In 10-ton lots,	..	40	2 8	42	2 4	
In 15-ton lots,	..	42	2 6	42	2 2	Donaghadee, Castledillon, Barriskerry, Cromer, Newcastle
In 20-ton lots,	..	42	2 0	42	1 10	
Downpatrick—						
In 5-ton lots,	..	22	4 0	22	4 0	Downpatrick, Ballyvaughan,
In 10-ton lots,	..	22	3 6	22	3 6	Downpatrick, Castledillon,
In 15-ton lots,	..	22	3 2	22	3 2	
In 20-ton lots,	..	22	2 8	22	2 8	
Enniskillen—						
In 5-ton lots,	..	20	2 4	20	2 4	Donaghadee, Ballyvaughan, Castledillon,
In 10-ton lots,	..	20	2 0	20	2 0	
In 15-ton lots,	..	20	1 6	20	1 6	
In 20-ton lots,	..	20	1 2	20	1 2	
Glenties—						
In 5-ton lots,	..	30	5 0	30	4 0	Downpatrick, Ballyvaughan, Castledillon,
In 10-ton lots,	..	40	4 4	40	3 6	
In 15-ton lots,	..	40	3 8	40	3 2	
In 20-ton lots,	..	40	3 2	40	2 8	
Harbour—						
In 5-ton lots,	..	10	2 8	10	2 8	Donaghadee, Castledillon, Cromer, Downpatrick,
In 10-ton lots,	..	10	2 4	10	2 4	
In 15-ton lots,	..	10	2 0	10	2 0	
In 20-ton lots,	..	10	1 6	10	1 6	
In 25-ton lots,	..	10	1 2	10	1 2	
In 30-ton lots,	..	10	8 6	10	8 6	
In 35-ton lots,	..	10	8 2	10	8 2	
In 40-ton lots,	..	10	7 8	10	7 8	
In 45-ton lots,	..	10	7 4	10	7 4	
In 50-ton lots,	..	10	7 0	10	7 0	
In 55-ton lots,	..	10	6 6	10	6 6	
In 60-ton lots,	..	10	6 2	10	6 2	
In 65-ton lots,	..	10	5 8	10	5 8	
In 70-ton lots,	..	10	5 4	10	5 4	
In 75-ton lots,	..	10	5 0	10	5 0	
In 80-ton lots,	..	10	4 6	10	4 6	
In 85-ton lots,	..	10	4 2	10	4 2	
In 90-ton lots,	..	10	3 8	10	3 8	
In 95-ton lots,	..	10	3 4	10	3 4	
In 100-ton lots,	..	10	3 0	10	3 0	
In 105-ton lots,	..	10	2 6	10	2 6	
In 110-ton lots,	..	10	2 2	10	2 2	
In 115-ton lots,	..	10	1 8	10	1 8	
In 120-ton lots,	..	10	1 4	10	1 4	
In 125-ton lots,	..	10	1 0	10	1 0	
In 130-ton lots,	..	10	6 6	10	6 6	
In 135-ton lots,	..	10	6 2	10	6 2	
In 140-ton lots,	..	10	5 8	10	5 8	
In 145-ton lots,	..	10	5 4	10	5 4	
In 150-ton lots,	..	10	5 0	10	5 0	
In 155-ton lots,	..	10	4 6	10	4 6	
In 160-ton lots,	..	10	4 2	10	4 2	
In 165-ton lots,	..	10	3 8	10	3 8	
In 170-ton lots,	..	10	3 4	10	3 4	
In 175-ton lots,	..	10	3 0	10	3 0	
In 180-ton lots,	..	10	2 6	10	2 6	
In 185-ton lots,	..	10	2 2	10	2 2	
In 190-ton lots,	..	10	1 8	10	1 8	
In 195-ton lots,	..	10	1 4	10	1 4	
In 200-ton lots,	..	10	1 0	10	1 0	
In 205-ton lots,	..	10	6 6	10	6 6	
In 210-ton lots,	..	10	6 2	10	6 2	
In 215-ton lots,	..	10	5 8	10	5 8	
In 220-ton lots,	..	10	5 4	10	5 4	
In 225-ton lots,	..	10	5 0	10	5 0	
In 230-ton lots,	..	10	4 6	10	4 6	
In 235-ton lots,	..	10	4 2	10	4 2	
In 240-ton lots,	..	10	3 8	10	3 8	
In 245-ton lots,	..	10	3 4	10	3 4	
In 250-ton lots,	..	10	3 0	10	3 0	
In 255-ton lots,	..	10	2 6	10	2 6	
In 260-ton lots,	..	10	2 2	10	2 2	
In 265-ton lots,	..	10	1 8	10	1 8	
In 270-ton lots,	..	10	1 4	10	1 4	
In 275-ton lots,	..	10	1 0	10	1 0	
In 280-ton lots,	..	10	6 6	10	6 6	
In 285-ton lots,	..	10	6 2	10	6 2	
In 290-ton lots,	..	10	5 8	10	5 8	
In 295-ton lots,	..	10	5 4	10	5 4	
In 300-ton lots,	..	10	5 0	10	5 0	
In 305-ton lots,	..	10	4 6	10	4 6	
In 310-ton lots,	..	10	4 2	10	4 2	
In 315-ton lots,	..	10	3 8	10	3 8	
In 320-ton lots,	..	10	3 4	10	3 4	
In 325-ton lots,	..	10	3 0	10	3 0	
In 330-ton lots,	..	10	2 6	10	2 6	
In 335-ton lots,	..	10	2 2	10	2 2	
In 340-ton lots,	..	10	1 8	10	1 8	
In 345-ton lots,	..	10	1 4	10	1 4	
In 350-ton lots,	..	10	1 0	10	1 0	
In 355-ton lots,	..	10	6 6	10	6 6	
In 360-ton lots,	..	10	6 2	10	6 2	
In 365-ton lots,	..	10	5 8	10	5 8	
In 370-ton lots,	..	10	5 4	10	5 4	
In 375-ton lots,	..	10	5 0	10	5 0	
In 380-ton lots,	..	10	4 6	10	4 6	
In 385-ton lots,	..	10	4 2	10	4 2	
In 390-ton lots,	..	10	3 8	10	3 8	
In 395-ton lots,	..	10	3 4	10	3 4	
In 400-ton lots,	..	10	3 0	10	3 0	
In 405-ton lots,	..	10	2 6	10	2 6	
In 410-ton lots,	..	10	2 2	10	2 2	
In 415-ton lots,	..	10	1 8	10	1 8	
In 420-ton lots,	..	10	1 4	10	1 4	
In 425-ton lots,	..	10	1 0	10	1 0	
In 430-ton lots,	..	10	6 6	10	6 6	
In 435-ton lots,	..	10	6 2	10	6 2	
In 440-ton lots,	..	10	5 8	10	5 8	
In 445-ton lots,	..	10	5 4	10	5 4	
In 450-ton lots,	..	10	5 0	10	5 0	
In 455-ton lots,	..	10	4 6	10	4 6	
In 460-ton lots,	..	10	4 2	10	4 2	
In 465-ton lots,	..	10	3 8	10	3 8	
In 470-ton lots,	..	10	3 4	10	3 4	
In 475-ton lots,	..	10	3 0	10	3 0	
In 480-ton lots,	..	10	2 6	10	2 6	
In 485-ton lots,	..	10	2 2	10	2 2	
In 490-ton lots,	..	10	1 8	10	1 8	
In 495-ton lots,	..	10	1 4	10	1 4	
In 500-ton lots,	..	10	1 0	10	1 0	
In 505-ton lots,	..	10	6 6	10	6 6	
In 510-ton lots,	..	10	6 2	10	6 2	
In 515-ton lots,	..	10	5 8	10	5 8	
In 520-ton lots,	..	10	5 4	10	5 4	
In 525-ton lots,	..	10	5 0	10	5 0	
In 530-ton lots,	..	10	4 6	10	4 6	
In 535-ton lots,	..	10	4 2	10	4 2	
In 540-ton lots,	..	10	3 8	10	3 8	
In 545-ton lots,	..	10	3 4	10	3 4	
In 550-ton lots,	..	10	3 0	10	3 0	
In 555-ton lots,	..	10	2 6	10	2 6	
In 560-ton lots,	..	10	2 2	10	2 2	
In 565-ton lots,	..	10	1 8	10	1 8	
In 570-ton lots,	..	10	1 4	10	1 4	
In 575-ton lots,	..	10	1 0	10	1 0	
In 580-ton lots,	..	10	6 6	10	6 6	
In 585-ton lots,	..	10	6 2	10	6 2	
In 590-ton lots,	..	10	5 8	10	5 8	
In 595-ton lots,	..	10	5 4	10	5 4	
In 600-ton lots,	..	10	5 0	10	5 0	
In 605-ton lots,	..	10	4 6	10	4 6	
In 610-ton lots,	..	10	4 2	10	4 2	
In 615-ton lots,	..	10	3 8	10	3 8	
In 620-ton lots,	..	10	3 4	10	3 4	
In 625-ton lots,	..	10	3 0	10	3 0	
In 630-ton lots,	..	10	2 6	10	2 6	
In 635-ton lots,	..	10	2 2	10	2 2	
In 640-ton lots,	..	10	1 8	10	1 8	
In 645-ton lots,	..	10	1 4	10	1 4	
In 650-ton lots,	..	10	1 0	10	1 0	
In 655-ton lots,	..	10	6 6	10	6 6	
In 660-ton lots,	..	10	6 2	10	6 2	
In 665-ton lots,	..	10	5 8	10	5 8	
In 670-ton lots,	..	10	5 4	10	5 4	
In 675-ton lots,	..	10	5 0	10	5 0	
In 680-ton lots,	..	10	4 6	10	4 6	
In 685-ton lots,	..	10	4 2	10	4 2	
In 690-ton lots,	..	10	3 8	10	3 8	
In 695-ton lots,	..	10	3 4	10	3 4	
In 700-ton lots,	..	10	3 0	10	3 0	
In 705-ton lots,	..	10	2 6	10	2 6	
In 710-ton lots,	..	10	2 2	10	2 2	
In 715-ton lots,	..	10	1 8	10	1 8	
In 720-ton lots,	..	10	1 4	10	1 4	
In 725-ton lots,	..	10	1 0	10	1 0	
In 730-ton lots,	..	10	6 6	10	6 6	
In 735-ton lots,	..	10	6 2	10	6 2	
In 740-ton lots,	..	10	5 8	10	5 8	
In 745-ton lots,	..	10	5 4	10	5 4	
In 750-ton lots,	..	10	5 0	10	5 0	
In 755-ton lots,	..	10	4 6	10	4 6	
In 760-ton lots,	..	10	4 2	10	4 2	
In 765-ton lots,	..	10	3 8	10	3 8	
In 770-ton lots,	..	10	3 4	10	3 4	
In 775-ton lots,	..	10	3 0	10	3 0	
In 780-ton lots,	..	10	2 6	10	2 6	
In 785-ton lots,	..	10	2 2	10	2 2	
In 790-ton lots,	..	10	1 8	10	1 8	
In 795-ton lots,	..	10	1 4	10	1 4	
In 800-ton lots,	..	10	1 0	10	1 0	
In 805-ton lots,	..	10	6 6	10	6 6	
In 810-ton lots,	..	10	6 2	10	6 2	
In 815-ton lots,	..	10	5 8	10	5 8	
In 820-ton lots,	..	10	5 4	10	5 4	
In 825-ton lots,	..	10	5 0	10	5 0	
In 830-ton lots,	..	10	4 6	10	4 6	
In 835-ton lots,	..	10	4 2	10	4 2	
In 840-ton lots,	..	10	3 8	10	3 8	
In 845-ton lots,	..	10	3 4	10	3 4	
In 850-ton lots,	..	10	3 0	10	3 0	
In 855-ton lots,	..	10	2 6	10	2 6	
In 860-ton lots,	..	10	2 2	10	2 2	
In 865-ton lots,	..	10	1 8	10	1 8	
In 870-ton lots,	..	10	1 4	10	1 4	
In 875-ton lots,	..	10	1 0	10	1 0	
In 880-ton lots,	..	10	6 6	10	6 6	
In 885-ton lots,	..	10	6 2	10	6 2	
In 890-ton lots,	..	10	5 8	10	5 8	
In 895-ton lots,	..	10	5 4	10	5 4	
In 900-ton lots,	..	10	5 0	10	5 0	
In 905-ton lots,	..	10	4 6	10	4 6	
In 910-ton lots,	..	10	4 2	10	4 2	
In 915-ton lots,	..	10	3 8	10	3 8	
In 920-ton lots,	..	10	3 4	10	3 4	
In 925-ton lots,	..	10	3 0	10	3 0	
In 930-ton lots,	..	10	2 6	10	2 6	
In 935-ton lots,	..	10	2 2	10	2 2	
In 940-ton lots,	..	10	1 8	10	1 8	
In 945-ton lots,	..	10	1 4	10	1 4	
In 950-ton lots,	..	10	1 0	10	1 0	
In 955-ton lots,	..	10	6 6	10	6 6	
In 960-ton lots,	..	10	6 2	10	6 2	
In 965-ton lots,	..	10	5 8	10	5 8	
In 970-ton lots,	..	10	5 4	10	5 4	
In 975-ton lots,	..	10	5 0	10	5 0	
In 980-ton lots,	..	10	4 6	10	4 6	
In 985-ton lots,	..	10	4 2	10	4 2	
In 990-ton lots,	..	10	3 8	10	3 8	
In 995-ton lots,	..	10	3 4	10	3 4	
In 1000-ton lots,	..	10	3 0	10	3 0	</

## BELFAST AND CO. DOWN COMPANY'S TABLES—continued.

## II.

## COMPARISON OF RATES FOR

FAT CATTLE, —	...	PART TRUCK	4 ANIMALS.
STORE CATTLE, —	...	PART TRUCK	5 ANIMALS.
CALVES, —	...	PART TRUCK	10 ANIMALS.

Irish Rates quoted by Mr. McNally.		Belfast and County Down Railway Company.			
Distance.	Lowest Rate.	Distance.	General's Risk Rate.	Ordinary Rate.	Stations.
Miles.	s. d.	Miles.	s. d.	s. d.	
20	11 8	20½	12 5	12 5	Belfast and Downpatrick.

## COMPARISON OF RATES.

## CATTLE ... .. FULL TRUCK LOADS.

Irish Rates quoted by Mr. McNally.		Belfast and County Down Railway Company.			
Distance.	Lowest Rate.	Distance.	General's Risk Rate.	Ordinary Rate.	Stations.
Miles.	s. d.	Miles.	s. d.	s. d.	
20	17 8	20½	15 0	15 2	Belfast and Downpatrick.
		24½	14 0	17 2	Downpatrick and Newtownards.
		24½	14 8	17 8	Ballyvaughan and Ballywood.

## III.

## Belfast and County Down Railway,

## Manager's Office,

Belfast, 1st December, 1908.

Sir,  
VICE-REGAL COMMISSION ON IRISH RAILWAYS.

With reference to my evidence given before the Commission on 11th and 12th ultimo, and especially to questions Nos. 51698, 51699, 51796, 51830, 51833, calling attention to an increase of £46,782 in the receipts of the company for the year 1905 as compared with those of 1896, and suggesting that this amount had all been absorbed by the increased working expenses, because the dividends paid to the shareholders had not been advanced.

May I point out that since the year 1896 the company built an hotel at Newcastle, so that the receipts for the year 1905 include almost £14,000 in respect of that undertaking.

The increase of £46,782 in the receipts was disposed of as under:—

1. Dividend on Increased Capital,	16 per cent.
2. Share Demand Hotel Expenses,	29 " "
3. Maintenance of Way Works, etc.,	17 " "
(The expenditure in 1905 was exceptionally high. The increase was almost entirely in permanent way works and materials—largely for relaying.)	
4. Locomotive Power,	13 " "
Higher rates of wages.	
Additional train miles (170,040) and heavier loads.	
5. Carriage and wagon repairs,	4 " "
General charges. Rates, Taxes, etc.	
6. Traffic Expenses,	8 " "
Road haulage by Motor Wagons.	
Belfast city office. Additional station lighting. Higher rates of wages.	
7. Additional miles (170,040) run owing to train service being augmented,	8 " "
8. Reserve Funds,	7 " "
Total,	100

It may be observed from the returns of other Irish railways, i.e., the Great Northern or Northern Counties Companies, that even a larger proportion of their increased earnings within the same period was absorbed in working expenses than was the case with this company.

Miscellaneous Expenses.—It was also stated (question 51829) that the miscellaneous expenditure on this system for the years 1905 and 1907 was very high compared with other companies. This is accounted for by the fact that the hotel expenses are included under this heading. The ratio of the hotel expenses to the receipts is much higher than in the case of the railway. Therefore if the receipts and expenditure of the hotel and refreshment department were eliminated from our accounts the ratio of the working expenses to the receipts would compare very favourably with any railway in Ireland.

The foregoing, I think, fully explains all the points raised during my examination, and I shall feel obliged if the Commission will be kind enough to permit this letter to be printed as an appendix to my evidence.

I am, Sir,

Your obedient servant,

(Signed), C. A. Moore.

Geo. E. Shanahan, Esq.,

Secretary, Vice-regal Commission  
on Irish Railways,13, St. Stephen's Green, S.,  
Dublin.

## APPENDIX No. 4.

STATEMENTS, &amp;c., handed in by Rev. J. G. Deane, M.A., Director, Cavan and Leitrim Railway Company, during his Examination on 12th and 15th November, 1908.

## CAVAN AND LEITRIM COMPANY'S TABLES—L.

RETURN No. 1

## L.

## RECEIPTS.

COMPARATIVE STATEMENT OF RECEIPTS OF THE SIX LARGEST LIGHT RAILWAYS AUTHORIZED UNDER THE TRANSPORTS (IRELAND) ACT, 1890 TO 1893, &amp;c. Compiled from Board of Trade Returns.

Name of Company.	Mileage of Line.	Passengers.		Freight.	Mails.	Goods.		Materials.		Lost Stock.	Discrepancies Amount.	Gross Receipts.	Receipts per Mile of Line.
		Number.	Amount.			Amount.	Value.	Amount.	Value.				
Year 1909.													
Cavan and Leitrim	44½	96,364	5,708	5 15	50	14,307	2,306	6 0 14	7,135	7 65	5	10,680	240 8 11
Trillick and Magill	37½	64,822	3,149	12 40	448	16,796	3,279	4 4 49	277	37	69	7,196	231 17 24
Chapman Valley	37	114,552	2,651	8 45	383	18,585	9,769	6 2 55	5,488	800	27	8,303	224 1 7
Went Clure	37	117,864	4,213	12 31	418	18,808	8,811	4 7 35	5,537	293	102	11,214	480 8 0
South Clure	34	64,804	3,745	18 61	267	9,425	1,871	2 3 37	6,458	632	45	8,613	245 0 2
Cork and Muskerry	18½	261,115	6,219	4 55	515	14,447	1,233	2 5 44	1,740	358	180	8,676	460 14 1
Year 1908.													
Cavan and Leitrim	44½	102,612	2,321	8 99	54	17,087	3,647	4 8 84	5,554	903	33	10,676	239 5 0
Trillick and Magill	37½	64,979	3,123	13 45	444	11,427	2,611	4 11 49	209	43	141	7,271	241 17 24
Chapman Valley	37	115,789	3,679	8 72	440	16,747	9,139	6 9 81	3,771	714	97	8,348	217 8 7
Went Clure	37	116,622	6,424	18 76	415	18,186	9,825	4 7 25	3,800	312	56	11,226	478 0 0
South Clure	34	65,120	3,750	9 30	265	9,482	1,822	2 9 99	5,923	385	45	7,914	232 0 2
Cork and Muskerry	18½	196,595	6,223	4 42	511	14,079	1,270	2 5 37	4,500	599	180	8,216	424 0 0
Year 1907.													
Cavan and Leitrim	44½	100,312	2,778	9 68	60	16,035	3,227	5 11 13	9,332	1,081	4	11,248	250 14 10
Trillick and Magill	37½	62,878	3,104	13 73	437	11,769	2,640	4 6 48	264	27	100	7,429	198 7 6
Chapman Valley	37	120,751	3,964	8 58	467	17,351	9,279	5 9 45	6,686	729	59	8,278	222 18 4
Went Clure	37	118,296	4,568	13 40	415	14,722	9,044	5 10 09	5,371	586	23	10,085	444 16 7
South Clure	34	68,344	3,718	12 09	276	10,264	1,954	3 4 52	4,211	279	21	7,087	209 1 8
Cork and Muskerry	18½	271,221	7,541	4 65	518	13,800	1,556	2 7 24	4,271	427	138	10,181	540 13 4

\* Remarks.—Receipts 1894 resident in receipt of a reduction of Traffic Receipts of previous years.



## J.—RECEIPTS—continued.

COMPARATIVE STATEMENT OF RECEIPTS OF THE SIX LARGEST LIGHT RAILWAYS AUTHORIZED UNDER THE TRAMWAYS (IRELAND) ACT, 1860 TO 1883, &amp;c. Compiled from Board of Trade Returns.—con.

Name of Company.	Mileage of Line.	Passengers.			Mails.	Goods.			Miscellaneous Receipts.			Gross Receipts.	Receipts from Sale of Land.	
		Amount.	Percentage.	Per Passenger.		Total.	Amount.	Percentage.	Per Ton.	Total.	Amount.			Percentage.
Year 1903.														
Glasgow and London.	431	106,666	4,021	3.85	48	19,394	3,680	19.06	30,148	3,216	10.68	6	13,254	540 9 4
Trinity and Douglas.	751	75,472	3,659	4.85	487	11,280	5,224	46.21	319	58	18.49	46	7,879	210 9 0
Chichester Valley.	57	123,460	3,648	2.96	437	17,246	2,456	14.25	7,871	190	2.41	32	11,784	610 10 2
West Coast.	37	112,404	4,429	3.94	476	16,267	2,716	16.70	3,281	599	18.25	32	11,784	610 10 2
South Coast.	33	65,508	3,712	5.66	271	11,070	1,336	12.06	3,699	140	3.78	28	9,072	360 10 0
Covent and Mersey.	144	106,660	3,704	2.74	231	13,449	1,844	13.68	5,180	318	6.15	103	23,384	940 10 4
Year 1904.														
Glasgow and London.	431	131,268	3,796	2.89	48	20,144	4,236	21.03	15,698	3,128	19.93	18	11,264	545 10 7
Trinity and Douglas.	751	79,080	3,659	4.85	487	11,280	5,224	46.21	319	58	18.49	46	7,879	210 9 0
Chichester Valley.	57	121,180	3,411	2.81	437	17,246	2,456	14.25	7,871	190	2.41	32	11,784	610 10 2
West Coast.	37	121,770	3,699	3.08	476	16,267	2,716	16.70	3,281	599	18.25	32	11,784	610 10 2
South Coast.	33	64,947	3,604	5.55	271	11,070	1,336	12.06	3,699	140	3.78	28	9,072	360 10 0
Covent and Mersey.	144	106,660	3,454	3.24	231	13,449	1,844	13.68	4,905	499	12.61	131	23,384	940 10 4
Year 1905.														
Glasgow and London.	431	86,585	2,825	3.26	48	19,394	3,680	19.06	10,230	1,090	10.68	11	13,568	515 10 0
Trinity and Douglas.	751	76,164	2,817	3.70	487	11,280	5,224	46.21	319	58	18.49	46	7,879	210 9 0
Chichester Valley.	57	117,003	3,584	3.06	437	17,246	2,456	14.25	7,871	190	2.41	32	11,784	610 10 2
West Coast.	37	122,002	3,700	3.03	476	16,267	2,716	16.70	3,281	599	18.25	32	11,784	610 10 2
South Coast.	33	67,133	3,602	5.36	271	11,070	1,336	12.06	3,699	140	3.78	28	9,072	360 10 0
Covent and Mersey.	144	101,721	3,471	3.42	231	13,449	1,844	13.68	4,905	499	12.61	131	23,384	940 10 4
Year 1906.														
Glasgow and London.	431	94,468	2,827	3.00	48	19,394	3,680	19.06	10,230	1,090	10.68	11	13,568	515 10 0
Trinity and Douglas.	751	76,080	2,812	3.70	487	11,280	5,224	46.21	319	58	18.49	46	7,879	210 9 0
Chichester Valley.	57	118,320	3,384	2.86	437	17,246	2,456	14.25	7,871	190	2.41	32	11,784	610 10 2
West Coast.	37	124,100	3,782	3.04	476	16,267	2,716	16.70	3,281	599	18.25	32	11,784	610 10 2
South Coast.	33	68,218	3,673	5.39	271	11,070	1,336	12.06	3,699	140	3.78	28	9,072	360 10 0
Covent and Mersey.	144	101,721	3,471	3.42	231	13,449	1,844	13.68	5,007	499	12.61	131	23,384	940 10 4

## CAVAN AND LETCHAM COMPANY'S TABLES—2.

## II.

## EXPENDITURE.

Comparative Statement of Expenditure of the Six largest Light Railways authorised under the Tramways (Ireland) Acts, 1850 to 1888, &amp;c. Compiled from Board of Trade Returns.

Name of Company.	Mileage of Line.	Maintenance of Way.		Locomotive Power.		Carriage and Wagon.		Traffic Expenses.		General Charges.		Miscellaneous Expenses, including Rates and Taxes and Contingents.	Total Expenditure per Mile.	Percentage of Expenditure on Total Receipts.	Expenditure per Mile of line.
		Amount.	Cost per mile of line.	Amount.	Cost per Ton of coal.	Amount.	Cost per Ton of coal.	Amount.	Cost per unit of Receipts.						
Year 1880.															
Cavan and Letcham.	44½	94,829	2,282	£ 48 18 1	£ 5,798	0 9 42	798	£ 1 9 5	£ 2,425	9 10	585	£ 4,964	45	113 8 3	
Trillick and Dargie.	27½	47,458	4,679	£ 117 17 4	£ 6,219	1 8 14	715	£ 1 9 4	£ 1,069	9 25	946	£ 11,294	171	255 5 1	
Chaplin Valley.	37	100,158	1,854	£ 50 12 30	£ 4,273	0 7 10	609	£ 1 30	£ 1,490	9 84	982	£ 5,232	89	131 8 8	
West Clare.	27	73,417	8,674	£ 31 11 20	£ 4,654	1 1 48	682	£ 2 12	£ 2,249	9 48	256	£ 13,218	160	471 11 2	
North Clare.	20	73,118	5,714	£ 27 4 7	£ 3,640	0 9 18	544	£ 1 70	£ 1,818	9 14	375	£ 5,994	117	308 12 10	
Carr and Marazion.	11½	94,590	2,842	£ 128 4 10	£ 5,496	0 7 18	585	— 07	£ 1,553	9 81	491	£ 6,584	96	452 5 9	
Year 1881.															
Cavan and Letcham.	44½	97,799	2,866	£ 49 16 6	£ 5,662	0 7 15	764	£ 1 7 2	£ 3,673	8 48	169	£ 9,327	84	148 14 1	
Trillick and Dargie.	27½	86,728	4,279	£ 119 15 18	£ 5,516	0 10 24	679	£ 1 22	£ 2,818	5 48	184	£ 11,264	149	350 9 7	
Chaplin Valley.	37	101,041	1,486	£ 40 8 2	£ 5,541	0 9 34	590	£ 1 29	£ 1,665	9 91	730	£ 6,057	79	250 5 6	
West Clare.	27	74,729	5,222	£ 32 14 8	£ 5,348	1 4 46	512	£ 1 46	£ 3,510	7 48	158	£ 16,248	204	497 18 7	
North Clare.	20	73,710	1,771	£ 68 25 6	£ 5,526	0 10 74	544	£ 1 85	£ 2,852	4 42	243	£ 6,414	216	224 0 0	
Carr and Marazion.	11½	95,417	1,640	£ 58 10 1	£ 5,779	0 7 49	547	£ 1 46	£ 3,664	5 42	547	£ 6,266	96	482 12 6	
Year 1882.															
Cavan and Letcham.	44½	94,815	2,382	£ 48 18 1	£ 5,192	0 7 37	655	£ 1 81	£ 2,625	6 12	162	£ 9,948	86	197 12 1	
Trillick and Dargie.	27½	70,354	4,860	£ 114 27 3	£ 5,862	1 8 46	655	£ 1 41	£ 3,175	7 48	249	£ 14,211	179	487 12 1	
Chaplin Valley.	37	101,677	1,886	£ 45 0 0	£ 5,361	0 7 46	674	£ 1 46	£ 1,660	9 25	280	£ 6,266	131	226 12 29	
West Clare.	27	78,266	2,225	£ 126 2 2	£ 4,298	1 0 10	2,095	£ 1 06	£ 2,861	7 84	331	£ 22,174	86	486 14 6	
North Clare.	20	73,894	2,058	£ 79 14 12	£ 5,164	0 8 49	670	£ 1 46	£ 2,722	4 71	360	£ 6,220	216	312 20 6	
Carr and Marazion.	11½	94,610	2,348	£ 117 15 12	£ 5,697	0 7 49	680	£ 1 22	£ 2,682	5 14	524	£ 8,297	92	460 18 4	

## II.—continued.

Name of Company.	Mileage of Line.	Train Mileage	Maintenance of Way.		Locomotive Power.		Carriages and Wagons.		Trade Expenses.		General Charges.		Miscellaneous Expenses including Police and Taxes and Contingent.	Total Expenditure.	Percentage proportion of Expenditure to Total Receipts.	Expenditure per Mile of Line.
			Amount.	£ s. d.	£ s. d.	Cost per Ton per Mile.	Amount.	£ s. d.	Cost per Ton per Mile.	Amount.	£ s. d.	Cost per Ton per Mile.				
<b>Year 1903.</b>																
Cavan and Lethbridge.	494	319,855	5,879	55 4 8	3,247	0 7 55	964	2 26	5,518	8 09	15,489	154	10,489	45	514 12 4	4
Tridon and Douglas.	278	75,445	2,697	25 3 0	3,405	2 3 38	922	3 45	3,405	12 44	15,666	163	15,666	175	886 0 7	0
Chapman Valley.	27	181,982	3,657	45 3 0	5,027	0 7 10	837	3 45	2,728	4 04	6,081	22 3	9,501	90	348 18 8	6
West Glen.	27	79,506	2,994	107 0 8	5,025	2 2 42	1,217	3 36	4,365	7 75	1,175	4 34	12,024	116	662 7 3	5
North Glen.	28	79,257	2,886	78 9 5	5,040	0 9 46	700	3 31	1,592	4 54	794	2 77	6,255	115	516 8 11	1
Cork and Muskerry.	144	47,087	1,724	81 2 8	3,225	0 9 20	290	2 09	1,868	5 42	823	5 77	6,137	81	429 18 9	9
<b>Year 1904.</b>																
Cavan and Lethbridge.	494	165,242	3,345	45 27 4	3,973	0 9 40	878	2 52	2,872	8 09	33,094	168	31,094	45	586 13 8	9
Tridon and Douglas.	278	77,886	2,812	25 27 0	5,756	1 8 57	1,040	3 45	2,080	7 40	35,659	136	35,659	164	421 5 0	0
Chapman Valley.	27	168,861	1,947	44 3 0	3,256	0 8 10	869	3 46	1,765	4 34	899	3 30	7,959	91	554 3 5	5
West Glen.	27	77,379	2,822	37 2 11	4,031	2 8 9	1,555	3 36	3,025	7 72	1,425	5 26	13,566	166	500 0 0	0
North Glen.	28	74,436	2,844	78 15 4	4,239	0 8 79	845	3 30	1,544	4 59	845	6 20	7,614	105	382 18 12	2
Cork and Muskerry.	144	48,274	1,757	84 13 11	2,641	0 9 26	549	2 09	1,938	5 56	915	6 38	7,778	80	420 2 1	1
<b>Year 1905.</b>																
Cavan and Lethbridge.	494	180,275	3,643	54 13 7	5,430	0 9 20	852	2 52	2,507	8 07	742	3 05	13,856	46	517 12 0	0
Tridon and Douglas.	278	76,260	2,758	25 2 7	5,655	2 3 79	1,066	3 45	2,256	7 40	694	2 57	14,057	125	503 5 0	0
Chapman Valley.	27	184,139	3,807	45 7 8	5,857	0 8 50	758	3 45	1,712	4 34	810	2 86	8,242	95	305 18 7	7
West Glen.	27	74,684	2,813	42 4 3	6,990	3 0 14	1,848	3 36	2,542	7 72	1,385	5 26	12,674	160	475 0 0	0
North Glen.	28	75,274	2,872	78 17 7	5,149	0 10 40	782	3 30	1,870	4 59	845	6 20	8,532	125	302 8 0	0
Cork and Muskerry.	144	47,684	1,653	85 16 11	2,360	0 9 40	1,004	2 09	1,944	5 56	854	6 38	7,816	80	413 7 0	0
<b>Year 1906.</b>																
Cavan and Lethbridge.	494	99,440	2,702	53 0 7	2,451	0 9 22	522	2 52	2,502	8 09	705	2 86	13,862	45	310 12 4	4
Tridon and Douglas.	278	75,542	2,702	24 27 3	4,250	2 2 45	1,044	3 45	1,802	5 40	228	0 81	12,367	125	253 12 0	0
Chapman Valley.	27	96,897	3,897	45 0 0	5,027	0 7 85	758	3 45	1,264	4 34	1,107	3 60	8,574	90	223 2 2	2
West Glen.	27	76,550	2,818	43 0 3	5,632	0 10 11	1,409	3 36	2,206	6 03	1,100	3 60	12,658	97	441 13 8	0
North Glen.	28	76,230	2,818	42 9 2	5,404	0 9 47	755	3 30	1,874	4 59	794	6 20	8,455	87	304 8 0	0
Cork and Muskerry.	144	48,680	1,732	85 13 11	2,477	0 9 47	770	2 09	1,942	5 56	851	6 38	7,802	79	420 13 8	0

\* £12,441 estimated £12,440 for new Railway Stock.

## CAVAN AND LEITRIM COMPANY'S TABLES.

## III.

## GROSS RECEIPTS AND EXPENSES PER TRAIN MILE.

Years ending 1st November.		Amount.	Train Miles	Earnings per Train Mile.	Net Profit or Loss per Train Mile.	Expenses per Mile of Line per Week.	Working Expenses
		£ s d		£ s d	£	£ s d	Per cent.
1889	Gross Receipts, ..	4,308 1 7	100,096	1 4 83	1-37 Loss	3 15 11	111-57
"	Gross Expenses, ..	7,522 8 10		1 8 10			
1890	Gross Receipts, ..	7,004 12 8	100,893	1 6 58	1-32 Loss	3 6 11	107-15
"	Gross Expenses, ..	5,436 3 5		1 7 61			
1891	Gross Receipts, ..	7,793 11 7	89,744	1 6 74	1-02 Loss	3 5 1	100-48
"	Gross Expenses, ..	5,713 6 11		1 7-70			
1892	Gross Receipts, ..	7,125 16 2	100,650	1 6 13	1-04 Loss	3 6 11	108-80
"	Gross Expenses, ..	5,307 6 7		1 7 74			
1893	Gross Receipts, ..	5,452 8 0	69,348	1 9 27	60	3 6 11	87-06
"	Gross Expenses, ..	8,356 9 5		1 7 37			
1894	Gross Receipts, ..	8,850 5 6	162,672	1 9 25	2-06	3 6 8	90-38
"	Gross Expenses, ..	8,184 10 1		1 7 56			
1895	Gross Receipts, ..	9,680 4 8	104,225	1 10 23	2-02	3 7 0	87-35
"	Gross Expenses, ..	8,454 6 4		1 7 42			
1896	Gross Receipts, ..	9,238 5 8	81,452	1 13 28	1-54	3 8 8	93-45
"	Gross Expenses, ..	8,622 3 1		1 6 65			
1897	Gross Receipts, ..	8,794 7 11	95,324	1 10 16	1-75	3 7 8	90-43
"	Gross Expenses, ..	8,485 6 8		1 9 56			
1898	Gross Receipts, ..	6,831 19 1	69,898	2 0 68	1-63	3 11 0	85-25
"	Gross Expenses, ..	8,444 4 1		1 10 47			
1899	Gross Receipts, ..	10,012 4 8	87,563	2 9 62	2-03	3 11 2	88-68
"	Gross Expenses, ..	5,426 17 7		1 10 06			
1900	Gross Receipts, ..	10,580 8 8	96,626	2 2 06	2-62	3 10 7	84-74
"	Gross Expenses, ..	6,085 14 2		1 10 11			
1901	Gross Receipts, ..	10,444 6 7	92,738	2 2 38	4-20	3 16 5	83-90
"	Gross Expenses, ..	8,327 8 0		1 10 45			
1902	Gross Receipts, ..	11,424 7 8	98,713	2 7 47	4-07	3 15 6	85-16
"	Gross Expenses, ..	8,848 6 8		1 13 40			
1903	Gross Receipts, ..	11,123 8 7	104,328	2 6 61	4-01	4 2 10	86-06
"	Gross Expenses, ..	10,645 10 4		2 8 80			
1904	Gross Receipts, ..	11,542 2 3	121,293	2 6 06	1-76	4 7 13	93-85
"	Gross Expenses, ..	11,960 8 7		2 2 37			
1905	Gross Receipts, ..	11,265 14 11	120,376	2 2 06	1-75	6 3 8	80-58
"	Gross Expenses, ..	10,356 0 7		2 1 03			
1906	Gross Receipts, ..	11,635 1 11	96,448	2 4 00	2-09	4 4 1	91-27
"	Gross Expenses, ..	10,609 5 10		2 3 61			
1907	Gross Receipts, ..	12,525 10 8	131,590	2 5 51	2-06	4 5 5	97-35
"	Gross Expenses, ..	10,778 6 0		2 1 45			

## CAVAN AND LEITHRIM COMPANIES' TABLES

IV.  
RECEIPTS.

Year ending 31st November.	Tonnages.		Profits.		Sales.		Goods.		Transport.		Marine.		Miscellaneous.		Grand Totals.	
	Number.	Amount.	Burdens per 100 Pounds.	Amount.	Amount.	Amount.	Amount.	Amount.	Per 100 lbs.	Amount.	Amount.	Per 100 lbs.	Number.	Amount.	Number.	Amount.
		£ s d.		£ s d.	£ s d.	£ s d.	£ s d.	£ s d.		£ s d.	£ s d.		£ s d.	£ s d.	£ s d.	£ s d.
1888	254,237	3,225 6 3	7 85	268 21 4	761	12,240	1,477 0 9	2 0 59	4,117	515 9 10	1 0 75	55,962	802 12 0	50 50	6,789 1 7	
1889	304,316	3,687 12 1	8 30	658 9 2	791	16,421	2,287 15 3	2 13 10	4,290	428 8 11	1 31 79	66,943	1,218 4 2	58 0 2	7,954 13 6	
1890	106,973	3,681 16 1	8 34	484 18 11	261	11,794	2,244 11 18	0 9 16	4,560	474 12 6	2 0 96	21,183	3,696 18 4	56 2 2	7,271 12 7	
1891	99,399	3,658 12 7	8 27	481 1 8	10 11 0	11,240	2,055 2 0	1 0 47	4,558	528 9 10	2 0 15	21,779	3,859 0 3	57 5 4	7,623 10 2	
1892	84,218	2,435 15 11	9 78	568 8 4	24 1 8	12,619	3,655 16 6	4 1 09	5,075	669 0 7	2 1 35	36,225	5,815 17 11	26 9 0	8,432 8 0	
1893	14,226	2,778 2 7	9 40	529 16 2	89 2 5	14,496	5,797 0 0	2 11 25	8,779	668 17 0	2 9 58	41,369	1,544 5 9	42 2 7	3,893 3 0	
1894	14,115	2,555 12 1	9 48	549 13 7	105 3 0	15,028	5,267 8 11	4 1 45	5,617	815 16 5	2 9 18	62,273	1,790 10 2	41 18 2	9,435 4 3	
1895	43,379	3,719 8 3	9 72	489 0 9	180 4 0	15,254	5,126 19 50	4 0 75	5,572	815 0 0	2 0 59	62,273	1,790 10 2	41 18 2	9,435 4 3	
1896	81,243	2,599 12 1	9 78	552 18 8	160 0 0	15,242	5,156 2 9	5 0 11	5,657	819 2 8	2 1 35	62,273	1,790 10 2	41 18 2	9,435 4 3	
1897	41,066	2,597 2 0	9 96	554 2 1	160 0 0	15,252	5,156 15 7	5 0 52	5,659	819 2 8	2 1 35	62,273	1,790 10 2	41 18 2	9,435 4 3	
1898	45,068	3,256 8 10	9 86	465 12 50	180 0 0	15,219	5,202 11 5	4 0 72	5,764	819 2 8	2 1 35	62,273	1,790 10 2	41 18 2	9,435 4 3	
1899	85,968	3,254 4 7	9 55	471 4 3	180 0 0	15,219	5,202 11 5	4 0 72	5,764	819 2 8	2 1 35	62,273	1,790 10 2	41 18 2	9,435 4 3	
1900	116,013	3,831 18 1	9 99	419 2 1	184 3 4	17,087	5,844 17 6	4 0 64	6,754	964 3 2	2 0 51	64,681	2,896 12 9	40 17 5	10,914 0 7	
1901	105,712	3,779 19 9	9 60	465 12 5	180 0 0	16,025	5,254 16 0	2 13 15	5,120	1,081 7 0	2 1 79	62,268	2,846 0 6	38 4 6	11,224 7 18	
1902	146,036	4,022 15 2	9 46	615 18 2	440 0 0	16,886	5,802 15 2	2 10 56	5,120	1,081 7 0	2 1 79	62,268	2,846 0 6	38 4 6	11,224 7 18	
1903	181,346	3,675 15 2	9 46	554 18 16	440 0 0	16,116	5,619 16 8	4 0 82	5,609	1,125 12 8	2 1 32	60,865	2,675 16 5	35 29 4	12,211 0 7	
1904	86,466	3,835 0 1	9 64	615 9 10	440 0 0	16,886	5,802 15 2	2 10 56	5,120	1,081 7 0	2 1 79	62,268	2,846 0 6	38 4 6	11,224 7 18	
1905	94,428	3,686 10 0	9 46	573 16 3	440 0 0	16,116	5,619 16 8	4 0 82	5,609	1,125 12 8	2 1 32	60,865	2,675 16 5	35 29 4	12,211 0 7	
1906	97,393	3,622 18 0	9 30	605 4 18	440 0 0	16,116	5,619 16 8	4 0 82	5,609	1,125 12 8	2 1 32	60,865	2,675 16 5	35 29 4	12,211 0 7	
1907																

## GAYAN AND LEITHRIM COMPANY'S TABLE.

V.

## EXPENDITURE.

Years ending 1st November.	Wharves of Linn.	Trade Mins.	Maintenance of Way.		Locomotive Power.		Carriages and Wagons.		Traffic Expenses.		General Charges.		Manufactures Expenses, and Taxes, and other Contingencies, etc.	Down Tools.
			Amount.	£ s d	Amount.	£ s d	Amount.	£ s d	Amount.	£ s d	Per cent.	£ s d	£ s d	£ s d
1898	..	624	1,868 8 8	39 8 8	8,377 18 7	0 22	272 22 2	0 40	2,107 11 5	2 45	10 40	208 15 6	2,058 0 10	
1899	..	607,202	2,108 15 4	43 10 6	8,235 2 2	0 49	158 35 7	1 10	2,200 1 5	3 40	9 51	278 15 2	2,058 2 6	
1891	..	84,344	1,912 15 3	49 14 8	8,234 14 0	6 07	63 6 0	1 49	2,242 11 7	1 49	7 22	273 6 3	2,219 9 11	
1892	..	100,453	1,911 6 6	59 16 5	8,621 14 21	6 23	302 31 8	1 86	2,281 12 32	1 85	8 20	345 4 8	2,257 0 7	
1896	..	93,346	1,844 0 9	49 16 2	8,566 5 6	6 34	365 5 8	1 46	2,271 14 2	1 49	8 70	364 20 3	2,334 9 3	
1894	..	105,478	1,815 11 7	59 13 4	8,715 2 5	6 36	379 0 6	1 26	2,255 14 4	1 36	8 40	337 25 6	2,334 10 1	
1895	..	104,322	1,815 7 3	49 14 7	8,731 11 9	6 28	358 35 7	1 50	2,255 11 7	1 32	8 40	337 25 6	2,334 10 1	
1896	..	93,452	1,868 16 10	41 4 3	8,235 4 8	7 33	374 7 0	1 70	2,284 11 5	1 40	8 40	337 25 6	2,334 10 1	
1897	..	86,214	2,368 7 6	43 25 3	8,099 6 2	6 79	388 35 8	1 76	2,305 5 7	2 40	8 40	337 25 6	2,334 10 1	
1898	..	87,526	2,338 35 5	49 29 8	8,091 17 6	7 43	388 14 7	1 80	2,385 4 7	3 40	8 40	337 25 6	2,334 10 1	
1899	..	97,235	2,356 35 9	48 29 6	8,095 1 4	6 49	388 14 7	1 79	2,461 8 8	3 40	8 40	337 25 6	2,334 10 1	
1900	..	96,020	2,219 4 8	48 25 3	8,244 5 7	6 07	388 35 8	1 76	2,425 1 2	2 03	8 40	337 25 6	2,334 10 1	
1901	..	97,799	2,270 18 10	48 16 6	8,242 9 2	7 15	384 3 8	1 70	2,450 6 8	2 03	8 40	337 25 6	2,334 10 1	
1902	..	96,915	2,262 6 6	48 25 3	8,242 22 2	7 07	381 15 31	2 01	2,355 0 28	2 01	8 40	337 25 6	2,334 10 1	
1903	..	105,826	2,265 8 6	58 6 6	8,348 13 1	7 08	369 12 3	1 86	2,388 17 2	2 09	8 40	337 25 6	2,334 10 1	
1904	..	105,200	2,194 13 7	49 17 6	8,378 7 6	6 46	377 14 0	2 07	2,372 5 6	2 09	8 40	337 25 6	2,334 10 1	
1905	..	105,372	2,690 18 9	58 11 7	8,358 9 10	6 00	351 11 0	1 45	2,707 5 8	2 42	8 40	337 25 6	2,334 10 1	
1906	..	106,440	2,731 10 31	58 9 8	8,355 8 3	6 05	352 18 0	1 38	2,744 19 6	2 44	8 40	337 25 6	2,334 10 1	
1907	..	205,260	2,497 18 2	51 16 0	8,352 18 7	6 14	362 17 31	1 41	2,814 10 16	2 48	8 40	337 25 6	2,334 10 1	

## CAVAN AND LEITRIM COMPANY'S TABLES

RETURN No. 3.

## VI.

## PRICES PAID FOR COAL FROM OPENING OF LINE.

Date.	Supplied by	Weight	Price per Ton	Delivered at	Date	Supplied by	Weight	Price per Ton	Delivered at
Sept., 1887	Arigna Iron Ore Co.	192 7	12 0	Bethel.	March, 1890	Arigna Mining Co.	50 0	12 0	Arigna.
Dec., 1887	Bendish, Norey, and Grunnet Railway Co.	28 0	12 0	Dundalk	April, 1890	do.	55 0	12 0	do.
Jan., 1888	Tredwell Coal Co.	198 0	12 0	Bethel.	Do.	do.	150 0	12 0	do.
Feb., 1888	Arigna Iron Ore Co.	43 15	12 0	do.	May, 1890	Arigna Iron Ore Co.	224 12	12 0	Bethel.
Do.	Elbow Vale Co.	48 5	12 3	do.	Do.	Arigna Mining Co.	85 8	12 0	Arigna.
Do.	Elbow Vale Co.	253 3	12 3	do.	June, 1890	do.	119 6	12 0	do.
June, 1888	M. Leyden.	58 0	11 4	Arigna	Mr. M. Leyden has took up the Secretaryship of the Arigna Mining Co.				
Do.	M. Leyden.	56 0	10 0	do.					
July, 1888	E. Walsh.	5 0	10 0	do.	July, 1890	Arigna Mining Co.	Full re- quire- ments	12 0	Arigna.
Do.	M. Gannon.	5 5	10 0	do.	May, 1890				
Aug., 1888	M. Gannon.	5 8	10 0	do.	April, 1890	do.	do.	14 0	do.
Do.	M. Leyden.	45 8	12 0	do.	April, 1890	do.	do.	12 0	do.
Sept., 1888	M. Leyden.	55 0	12 0	do.	May, 1890				
Do.	M. Gannon.	10 0	10 0	do.	April, 1890	M. Leyden.	do.	10 0	do.
Do.	E. Walsh.	5 10	10 0	do.	Oct., 1890				
Oct., 1888	M. Leyden.	180 0	12 0	do.	Aug., 1890	Arigna Mining Co.	Full re- quire- ments	12 0	do.
Do.	M. Gannon.	30 0	10 0	do.	Aug., 1890				
Do.	E. Walsh.	5 0	10 0	do.	Aug., 1890	do.	do.	12 0	do.
Do.	M. Leyden.	80 0	11 0	do.	Aug., 1890	do.	do.	10 0	do.
Nov., 1888	Arigna Iron Ore Co.	35 15	14 0	Bethel.	Aug., 1890	do.	do.	15 0	do.
Do.	E. Walsh.	25 8	10 0	Arigna.	Aug., 1890	do.	do.	15 0	do.
Do.	M. Gannon.	25 0	11 0	do.	Aug., 1890	do.	do.	15 0	do.
Do.	Joe Lyons.	55 0	11 0	do.	Aug., 1890	do.	do.	15 0	do.
Do.	Arigna Iron Ore Co.	32 8	14 0	Bethel.	Aug., 1890	do.	do.	15 0	do.
Do.	Arigna Iron Ore Co.	32 14	15 0	do.	Aug., 1890	do.	do.	15 0	do.
Dec., 1888	Joe Lyons.	25 0	11 0	Arigna.	Aug., 1890	do.	do.	15 0	do.
Do.	M. Leyden.	50 0	11 0	do.	Aug., 1890	do.	do.	15 0	do.
Jan., 1889	Joe Lyons.	50 0	11 0	do.	Aug., 1890	do.	do.	15 0	do.
Do.	M. Gannon.	85 0	11 0	do.	Aug., 1890	do.	do.	15 0	do.
Do.	M. Leyden.	80 0	11 0	do.	Aug., 1890	do.	do.	15 0	do.
Do.	M. Leyden.	50 0	11 0	do.	Aug., 1890	do.	do.	15 0	do.
Feb., 1889	M. Leyden.	22 14	11 0	do.	Aug., 1890	do.	do.	15 0	do.
Jan. and Feb. 1889	Arigna Mining Co.	100 5	10 0	do.	Aug., 1890	do.	do.	15 0	do.
Feb., 1889	J. Lyons.	49 0	11 0	do.	Aug., 1890	do.	do.	15 0	do.
March, 1889	Arigna Mining Co.	140 0	10 0	do.	Aug., 1890	do.	do.	15 0	do.
April, 1889	do.	115 8	10 0	do.	Aug., 1890	do.	do.	15 0	do.
May, 1889	do.	99 15	10 0	do.	Aug., 1890	do.	do.	15 0	do.
June, 1889	do.	45 8	10 0	do.	Aug., 1890	do.	do.	15 0	do.
Do.	do.	55 8	10 0	do.	Aug., 1890	do.	do.	15 0	do.
Do.	Joe Lyons.	15 12	10 0	do.	Aug., 1890	do.	do.	15 0	do.
July, 1889	Arigna Mining Co.	115 8	10 0	do.	Aug., 1890	do.	do.	15 0	do.
Aug., 1889	do.	190 8	10 0	do.	Aug., 1890	do.	do.	15 0	do.
Sept., 1889	do.	85 8	11 0	do.	Aug., 1890	do.	do.	15 0	do.
Oct., 1889	do.	40 8	12 0	do.	Aug., 1890	do.	do.	15 0	do.
Nov., 1889	do.	240 8	12 0	do.	Aug., 1890	do.	do.	15 0	do.
Do.	do.	15 8	15 0	do.	Aug., 1890	do.	do.	15 0	do.
Dec., 1889	do.	118 8	15 0	do.	Aug., 1890	do.	do.	15 0	do.
Jan., 1890	do.	104 0	15 0	do.	Aug., 1890	do.	do.	15 0	do.
Feb., 1890	do.	30 8	15 0	do.	Aug., 1890	do.	do.	15 0	do.
Do.	Joe Lyons.	5 10	11 0	do.	Aug., 1890	do.	do.	15 0	do.
Do.	Arigna Mining Co.	35 0	15 0	do.	Aug., 1890	do.	do.	15 0	do.

## CAVAN AND LEITRIM COMPANY'S TABLES.

## VII

## ATTENDANCES OF DIRECTORS AT MEETINGS HELD IN DUBLIN.

Date.	Shareholders' Directors.								General Directors.					
	McC.	Clements	Spence	Johnston	Macrory	Boyd	Stewart	Vaugh	Carmichael	Wynn	McGarry	H. McManus	P. McManus	O'Brien
1899.														
April 26th,	1		1	1	1	1	1			1	1		1	
May 4th,	1				1	1	1				1		1	
June 1st,														
June 29th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
July 27th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Aug. 20th,	1				1	1	1	1	1	1	1	1	1	1
Sept. 7th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Oct. 5th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Nov. 5th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dec. 20th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1900.														
Jan. 25th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Feb. 2nd,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
March 4th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
April 5th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
May 2nd,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
May 25th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
June 19th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
July 20th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Aug. 9th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 5th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Oct. 2d,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Oct. 17th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Nov. 3rd,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Nov. 20th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1901.														
Jan. 1st,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Jan. 24th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Feb. 5th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Feb. 20th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
March 22nd,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
April 10th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
May 10th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
June 11th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
July 17th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Aug. 28th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 10th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Oct. 3rd,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Nov. 25th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dec. 27th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1902.														
Jan. 21st,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Feb. 7th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Feb. 20th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
March 22nd,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
April 10th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
May 10th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
June 11th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
July 17th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Aug. 28th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sept. 10th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Oct. 3rd,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Nov. 25th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dec. 27th,	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total, 50	31	32	45	34	30	37	34	35	30	32	43	27	46	46



RETURN No. 4—continued.

## CAVAN AND LEITRIM COMPANY'S TABLES.

VII.—continued.

## ATTENDANCES OF DIRECTORS AT MEETINGS HELD IN BALLINAMORE.

Date	Shareholders' Directors.						General Directors.					
	Rea.	Glennville	Duggan	Johnstone	Stewart	Vanagh	Carmen	Flynn	McGarry	B. McManus	P. McManus	O'Reilly
1894.												
March 19th,	..	..	..	..	..	..	..	..	..	..	..	..
April 12th,	..	..	..	..	..	..	..	..	..	..	..	..
May 17th,	..	..	..	..	..	..	..	..	..	..	..	..
June 19th,	..	..	..	..	..	..	..	..	..	..	..	..
July 12th,	..	..	..	..	..	..	..	..	..	..	..	..
August 15th,	..	..	..	..	..	..	..	..	..	..	..	..
Sept. 20th,	..	..	..	..	..	..	..	..	..	..	..	..
October 14th,	..	..	..	..	..	..	..	..	..	..	..	..
November 13th,	..	..	..	..	..	..	..	..	..	..	..	..
December 13th,	..	..	..	..	..	..	..	..	..	..	..	..
1895.												
January 10th,	..	..	..	..	..	..	..	..	..	..	..	..
February 11th,	..	..	..	..	..	..	..	..	..	..	..	..
March 11th,	..	..	..	..	..	..	..	..	..	..	..	..
April 13th,	..	..	..	..	..	..	..	..	..	..	..	..
May 10th,	..	..	..	..	..	..	..	..	..	..	..	..
June 17th,	..	..	..	..	..	..	..	..	..	..	..	..
July 11th,	..	..	..	..	..	..	..	..	..	..	..	..
August 15th,	..	..	..	..	..	..	..	..	..	..	..	..
September 12th,	..	..	..	..	..	..	..	..	..	..	..	..
October 14th,	..	..	..	..	..	..	..	..	..	..	..	..
November 14th,	..	..	..	..	..	..	..	..	..	..	..	..
December 13th,	..	..	..	..	..	..	..	..	..	..	..	..
1896.												
January 9th,	..	..	..	..	..	..	..	..	..	..	..	..
March 10th,	..	..	..	..	..	..	..	..	..	..	..	..
April 11th,	..	..	..	..	..	..	..	..	..	..	..	..
May 14th,	..	..	..	..	..	..	..	..	..	..	..	..
May 18th,	..	..	..	..	..	..	..	..	..	..	..	..
June 20th,	..	..	..	..	..	..	..	..	..	..	..	..
July 24th,	..	..	..	..	..	..	..	..	..	..	..	..
August 25th,	..	..	..	..	..	..	..	..	..	..	..	..
September 16th,	..	..	..	..	..	..	..	..	..	..	..	..
October 16th,	..	..	..	..	..	..	..	..	..	..	..	..
November 16th,	..	..	..	..	..	..	..	..	..	..	..	..
December 13th,	..	..	..	..	..	..	..	..	..	..	..	..
1897.												
January 20th,	..	..	..	..	..	..	..	..	..	..	..	..
March 14th,	..	..	..	..	..	..	..	..	..	..	..	..
April 20th,	..	..	..	..	..	..	..	..	..	..	..	..
April 20th,	..	..	..	..	..	..	..	..	..	..	..	..
May 20th,	..	..	..	..	..	..	..	..	..	..	..	..
June 20th,	..	..	..	..	..	..	..	..	..	..	..	..
July 24th,	..	..	..	..	..	..	..	..	..	..	..	..
August 25th,	..	..	..	..	..	..	..	..	..	..	..	..
September 16th,	..	..	..	..	..	..	..	..	..	..	..	..
October 16th,	..	..	..	..	..	..	..	..	..	..	..	..
November 16th,	..	..	..	..	..	..	..	..	..	..	..	..
December 13th,	..	..	..	..	..	..	..	..	..	..	..	..
Total 45,	..	..	..	..	..	..	..	..	..	..	..	..

## ANNUAL INSPECTIONS.

1894.												
June 6th,	..	..	..	..	..	..	..	..	..	..	..	..
June 26th,	..	..	..	..	..	..	..	..	..	..	..	..
1895.												
July 10th,	..	..	..	..	..	..	..	..	..	..	..	..
July 11th,	..	..	..	..	..	..	..	..	..	..	..	..
1896.												
July 21st,	..	..	..	..	..	..	..	..	..	..	..	..
July 24th,	..	..	..	..	..	..	..	..	..	..	..	..
1897.												
June 19th,	..	..	..	..	..	..	..	..	..	..	..	..
June 19th,	..	..	..	..	..	..	..	..	..	..	..	..

## CAVAN AND LETTRIM COMPANY'S TABLES.

## VIII.

## RETURN OF ALL MINERALS—LOCAL AND FOREIGN,

CONVEYED by the ARAGGA MINING COMPANY (Limited) from ARAGGA STATION.

Year ending 1st Nov.	Local Tons	Foreign Tons	Other Senders.	
			Local	Foreign.
	T. C. Q.	T. C. Q.	T. C. Q.	T. C. Q.
1906	3,343 0 0	1,790 5 0	550 0 0	—
1907	4,508 0 0	1,583 12 0	554 0 0	—
1908	4,216 16 0	1,974 14 0	516 0 0	0 0 0
1909	6,784 10 0	3,259 7 0	379 0 0	0 0 0
1910	6,485 13 0	3,641 10 0	612 0 0	0 0 0
1911	4,080 13 0	2,907 2 0	532 0 0	0 0 0
1912	4,791 0 0	3,123 16 0	168 0 0	—
1913	4,394 13 0	3,370 11 0	309 0 0	—
Totals	34,319 35 0	35,490 5 0	3,607 0 0	0 0 0

## SUMMARY.

	Local Tons.	Foreign Tons.
Total forwarded by Aragg Mining Co., Ltd., for eight years ending 30th November, 1917.	34,319	35,490
Total forwarded by other Consignees for eight years ending 30th November, 1917.	3,607	0

## CAVAN AND LETTRIM COMPANY'S TABLES

## IX.

## EARNINGS PER MILE PER WEEK FROM YEAR 1900.

Half-year.	Receipts	Earnings per Mile per Week.	Half-year.	Receipts	Earnings per Mile per Week.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Half-year ended 31st May, 1906.	5,098 12 4	5 15 7	Half-year ended 31st May, 1904.	5,067 0 4	6 12 6
" " Nov., 1906.	5,679 11 10	6 0 11	" " Nov., 1904.	5,076 10 11	6 14 0
" " May, 1908.	5,350 7 4	6 5 1	" " Nov., 1905.	5,030 0 1	6 7 4
" " Nov., 1907.	5,345 35 2	6 5 0	" " Nov., 1906.	5,775 0 10	6 11 7
" " May, 1909.	5,345 35 10	6 1 10	" " May, 1908.	5,587 16 3	6 5 1
" " Nov., 1908.	6,343 39 4	6 17 3	" " Nov., 1909.	6,327 0 0	6 15 11
" " May, 1910.	5,204 0 2	6 14 3	" " May, 1910.	5,820 0 0	6 15 13
" " Nov., 1910.	5,215 0 8	6 15 7	" " Nov., 1911.	5,396 4 4	6 1 5

RETURN No. 7.

## CAVAN AND LEITHRIM COMPANY'S TABLES.

X

## AVERAGE YEARLY EXPENDITURES OF THE SIX LAMBERT LIGHT RAILWAYS IN IRELAND, SERIES YEARS 1900-1906.

Name of Company.	Mileage of Line.	Track Miles.	Maintenance of Way.			Locomotive Power.			Carriage and Wagon.			Traffic Expenses.		General Charges.		Miscellaneous Expenses including Rates and Taxes (Chargeable).	Total Expenditure.	Percentage proportion of Expenses to Total Receipts.	Strength of Line per mile of line.
			Amount.	Cost per mile of Line.	s. d.	Amount.	Cost per Mile.	s. d.	Amount.	Cost per Wagon Mile.	s. d.	Amount.	Cost per Train Mile.	Per cent.	Per cent.	£	£	Per cent.	s. d.
Cavan and Lifford.	44½	96,481	8,612	55 12 6	5 10	8,215	53 12 6	5 10	779	2 46	2 46	2,655	8 55	6 67	6 67	3 66	14,811	86	527 4 6
Trillick and Drough.	27½	177,238	4,894	318 14 6	2 0 08	4,654	318 14 6	2 0 08	1,149	2 44	2 44	2,654	8 48	5 74	5 74	3 61	14,258	165	516 8 12
Orlough Valley.	25	252,586	3,686	65 13 6	6 7 54	2,167	65 13 6	6 7 54	693	2 40	2 40	2,719	4 61	6 11	6 60	226	4,267	86	223 29 1
West Clare.	27	76,410	2,415	248 3 2	1 1 43	4,461	248 3 2	1 1 43	1,264	3 46	3 46	1,419	2 68	3 219	3 25	2 86	15,406	207	668 16 2
South Clare.	26	77,126	1,879	34 13 9	6 9 98	5,661	34 13 9	6 9 98	962	2 46	2 46	1,856	5 50	7 56	10 22	21 6	6,946	212	327 1 12
Clare and Mullinahone.	11½	81,039	2,790	97 3 9	8 7 48	5,728	97 3 9	8 7 48	559	1 55	1 55	3,919	3 39	8 12	8 35	8 62	4,140	55	618 0 3

## CAVAN AND LESTRIM COMPANY'S TABLES.

(162.)

XI.

ADVISE NOTES OF FIVE RAILWAY COMPANIES FOR COAL AND MINERAL TRAFFIC.

A.

CAVAN, LESTRIM &amp; ROSCOMMON LIGHT RAILWAY &amp; TRAMWAY COMPANY, Limited.

ADVISE NOTE FOR COALS.

Station, day of 19  
To Me, \_\_\_\_\_

On behalf of the Cavan, Lestrim and Roscommon Light Railway and Tramway Company, Limited, I beg to inform you that the following Waggon, viz. 1—Nos. \_\_\_\_\_ this day, at \_\_\_\_\_ o'clock—m., has been sent at this Station, from \_\_\_\_\_ with Coals, consigned to you, with the undermentioned Charges, and to request you will have the goodness to have the Coals unloaded therefrom, and received within Forty-eight Hours from the above-mentioned time of arrival. I also beg to inform you that, if the said Coals are not unloaded and removed within the period of Forty-eight Hours, as above mentioned, Demurrage will be incurred and charged upon each Waggon detained under loading from the expiration of the above mentioned period of Forty-eight Hours, until the same be unloaded (Sundays, Good Friday, and Christmas Day being excepted), viz. —3/- per Track per day.

The Cavan, Lestrim and Roscommon Light Railway and Tramway Company, Limited, reserves to themselves the right (after notice to the Consignees, and without prejudice to the Company's right to recover any Demurrage that may have been incurred) to unload Waggon conveying Coals or other Minerals, or Goods of the First Class, &c., as above mentioned, at the risk of the Owners or Consignees thereof, at any time after the expiration of Forty-eight Hours from the time of arrival, as above mentioned, and to charge the expense of so doing, together with any Charges incurred for Demurrage, and the subsequent charges for Wharfage or Storage until removed.

The Company require all Charges for Cartage, as well as any Charges for Demurrage, &c., to be paid before the Coals are removed.

CHARGES NOW DUE				
Railway Cartage,	..	£	..	..
Paid on,	..	£	..	..
Total,	..	£	..	..

For the Cavan, Lestrim and Roscommon Light Railway and Tramway Company, Ltd

N.B.—When sending for the above-mentioned Goods, please to send this Notice, with the subjoined Order for Delivery, filled up in favour of the party to whom the Goods are to be handed over.

The Directors require all Charges to be paid before the Coals are removed.

TO THE CAVAN, LESTRIM AND ROSCOMMON LIGHT RAILWAY AND TRAMWAY COMPANY, LTD.

Please deliver the above-mentioned Coals to \_\_\_\_\_ or \_\_\_\_\_

(Signed) \_\_\_\_\_

Dated the \_\_\_\_\_ day of \_\_\_\_\_ 19 \_\_\_\_\_

B.

B 20

GREAT NORTHERN RAILWAY COMPANY (IRELAND).

ADVISE NOTE FOR MINERAL TRAFFIC

Station, Notice posted at \_\_\_\_\_ o'clock—m.,  
this \_\_\_\_\_ day of \_\_\_\_\_ 19 \_\_\_\_\_  
To Me \_\_\_\_\_

On behalf of the Great Northern Railway Company (Ireland), I beg to inform you that the following Waggon

viz. 1—Nos. \_\_\_\_\_

have arrived at this Station, from \_\_\_\_\_ loaded with \_\_\_\_\_ consigned to you, with the undermentioned Charges, and to request that you will be so good as to have the same unloaded therefrom, and removed within Twenty-four Hours from the time that notice of arrival of the Goods has been received, or if due to be received, by you in the ordinary course of post, or from the time notice of arrival has been given to you personally or delivered at your address. I also beg to inform you that, if the said Traffic is not unloaded and removed within the above-mentioned period of Twenty-four Hours, Demurrage will be incurred and charged from the expiration thereof, until the same be unloaded, viz. —for ordinary Traffic at the rate of 5s. per Day or portion of a day, and for Traffic consigned to convey 15 Tons and upwards at the rate of 5s. per Day, or portion of a day (Sundays, Good Friday, and Christmas Day excepted).

## CAVAN AND LEITHUM COMPANY'S TABLES.

B.—*con.*

The GREAT NORTHERN RAILWAY COMPANY (IRELAND) reserve to themselves the power (after notice to the Consignees, and without prejudice to the Company's right to recover any Demurrage that may have been incurred) to unload Waggon carrying Traffic in Classes A, B, &c., charged at rates which do not include loading and unloading, at the risk of the Owners or Consignees thereof, at any time after the expiration of Twenty-four Hours from notice of arrival of the Goods has been served on the Consignees, as above mentioned, and to charge the expense of so doing, together with any Charges incurred for Demurrage, and subsequent charges for Wharfage or Storage until removed.

The Company require all Charges for Carriage, Demurrage, &c., to be paid before the Goods are removed.

## CHARGES NOW DUE

Railway Carriage.	..	..	£	..	..
Port on,	..	..	£	..	..
Total.	..	..	£	..	..

*For the Great Northern Railway Company—Ireland*

N.B.—When sending for the above mentioned Goods, please to send this Notice, with the assigned Order for Delivery filed up in favour of the party to whom the Goods are to be landed over.

TO THE GREAT NORTHERN RAILWAY CO. IRELAND.

Please deliver the above mentioned Goods to \_\_\_\_\_ or Bearer

(Signed), \_\_\_\_\_

Dated the \_\_\_\_\_ day of \_\_\_\_\_ 190 \_\_\_\_\_

G.

(888)

LONDON AND NORTH WESTERN RAILWAY

Station, \_\_\_\_\_

190

ADVISE OF DEPOSIT COAL AND COKE TRAFFIC.

M \_\_\_\_\_

The undermentioned Waggon of Coal or Coke having arrived at this Station consigned to you as \_\_\_\_\_ I beg to request that you will please arrange for them to be unloaded at once, and I have to give you notice that unless they are discharged and released on or before 9.0 a.m. on \_\_\_\_\_ Siding Rent will be charged from that time at the rate of 6d. per Waggon per day, or part of a day, until released.

\_\_\_\_\_ for the London and North Western Railway Co.

Invoice Number.	From	Truck Numbers	Description

D.

M. B. 8

MIDLAND RAILWAY, \_\_\_\_\_ Station, \_\_\_\_\_ 190

The undermentioned Trucks of Coal having arrived at this Station consigned to your order, I beg to request that you will give instructions for their disposal, and arrange for them to be unloaded at once, and I give you Notice that after four days from the date of this advice, Siding rent will be charged at the rate of Sixpence per Truck per day, or part of a day, until they are released.

For the Midland Railway Company, \_\_\_\_\_ Agent.

N \_\_\_\_\_

## CAVAN AND LEITRIM COMPANY'S TABLES.

E.

LONDON AND SOUTH WESTERN RAILWAY.

(484g)

Station.	Invoice No.
190	

The undermentioned Trucks of Coal have arrived here to your order and remain at your risk until unloaded. If not unloaded before closing time on the \_\_\_\_\_ demurrage at 3s. or siding rent at 6d. per Truck per day,† and a reasonable charge for other services (when performed by the Company, and not included in the freight) will be incurred. These charges must be paid before the Coals are taken away.

NO. OF TRUCKS.	FROM WHENCE.

This Coal should be presented when application is made for the Coal

† The Station Clerk should strike out the unnecessary words

## XII.

## NEWSPAPER ADVERTISEMENTS FOR TENDERS.

Copy of Advertisement which appeared in—  
 "Cavan Weekly News," 13th July, 1901.  
 "Anglo-Celt," Cavan, 18th July, 1901.  
 "Leitrim Advertiser," 4th July, 1901.  
 "The General Advertiser," 26th July, 1901.

CAVAN AND LEITRIM RAILWAY COMPANY,  
 LIMITED.

## CONTRACTS FOR STORES.

The Directors of the Cavan and Leitrim Railway Company, Limited, are prepared to receive Tenders for the undermentioned supplies for period ending 1st August, 1902.

The Tenders, corresponding with the following List, must be sent in on the Company's Forms (to be obtained from the Secretary on prepayment of a fee of One Shilling for each Form), marked "Tender for Stores," and addressed to the undersigned, so as to be with him before Monday, 18th July, next. —

Form A—Iron Belts and Nuts, General Hardware, &c.  
 " B—Rubber Goods, Engine Packing, Wagon Covers, Vacuum Bags, &c.  
 " C—Lubricating and Lighting Oils, Paints, Varnishes.  
 " D—Rope, Cotton Waste, Twine, &c.  
 " E—Iron and Brass Castings, &c.  
 " F—Cast and Spring Steel, Files, Shovels, &c.  
 " G—Steam, House, and Smithy Coal.  
 " H—Uniform Clothing, &c.  
 " I—Permanent Way Fastenings.  
 " J—Timber.  
 " K—Coal Baskets, Engine Firewood, &c.  
 Patterns may be seen at the Stores Depot, Ballinamore, and at the Secretary's Office.  
 The Directors do not bind themselves to accept the lowest or any Tender.

PHILIP MacNULTY,  
 Secretary.

87 College Green, Dublin.  
 29th June, 1901.

## XIII.

## FORM OF ADVICE ISSUED BY THE COMPANY IN 1899 AND SUCCEEDING YEARS

CAVAN AND LEITRIM RAILWAY COMPANY,  
 LIMITED.

## CONTRACTS FOR STORES.

The Directors of the Cavan and Leitrim Railway Company, Limited, are prepared to receive Tenders for the undermentioned supplies for period ending 1st August, 1902.

The Tenders, corresponding with the following List, must be sent in on the Company's Forms (to be obtained from the Secretary on prepayment of a fee of One Shilling for each Form), marked "Tender for Stores," and addressed to the undersigned, so as to be with him before Saturday, 26th July next. —

Form A—Iron Belts and Nuts, General Hardware, &c.  
 " B—Rubber Goods, Engine Packing, Wagon Covers, Vacuum Bags, &c.

Form C—Lubricating and Lighting Oils, Paints, Varnishes.  
 " D—Rope, Cotton Waste, Twine, &c.  
 " E—Iron and Brass Castings, &c.  
 " F—Cast and Spring Steel, Files, Shovels, &c.  
 " G—Steam, House, and Smithy Coal.  
 " H—Uniform Clothing, &c.  
 " I—Permanent Way Fastenings.  
 " J—Timber.  
 " K—Coal Baskets, Engine Firewood, &c.  
 Patterns may be seen at the Stores Depot, Ballinamore, and at the Secretary's Office.  
 The Directors do not bind themselves to accept the lowest or any Tender.

R. R. STEWART,  
 Secretary.

37 College Green, Dublin.  
 26th July, 1902.



## APPENDIX No. 5.

STATEMENTS handed in by Mr. A. SPENCER, Secretary Londonderry and Lough Swilly Railway,  
during his examination on the 13th November, 1906.

## I.

## FARES FOR FISH WORKERS.

		Miles.	Return Fare.
			s. d.
Belfast to Farnham,	—	73	6 3
Do. Londonderry,	—	75	6 6
Do. Omagh,	—	79	2 5

} Available for return any  
time during the fishing

## II.

## HARVESTMEN'S FARES.

		Miles.	1st Single			Miles.	1st Single
			s. d.				s. d.
Londonderry to Churchil,	—	34	1 9	Londonderry to Chesham,	—	57	3 9
Do. Eglarstown,	—	37	1 10	Do. Greencore,	—	62	3 6
Do. Greenough,	—	46	2 4	Do. Croby,	—	66	3 9
Do. Ballynaghy Road,	—	47	2 6	Do. Dargle,	—	73	3 4
Do. Falmagh,	—	54	2 11	Do. Keshmarr,	—	75	3 9

## III.

## RETURN OF FISH TRAFFIC.

Year.	Salmon and other Fresh Fish.	Married and other Coarse Fish.	Herbiv.	Lobsters and other Shell Fish.	Total
	tons cwt. qr. lb.	tons cwt. qr. lb.	tons cwt. qr. lb.	tons cwt. qr. lb.	tons cwt. qr. lb.
1905.	325 14 0 30	29 3 6 8	443 17 9 0	55 15 3 9	853 9 2 10
1904.	335 15 1 6	31 16 6 6	1,350 2 2 8	73 2 3 9	1,800 14 2 0
1903.	119 16 3 31	61 15 0 3	3,053 10 1 8	125 14 8 15	3,309 14 1 11
1902.	159 17 1 2	430 7 2 3	1,623 13 2 6	113 7 3 0	3,335 5 0 8
1901.	400 18 0 18	134 10 0 0	1,261 4 0 0	185 16 1 8	1,980 22 1 11
Total.	900 15 3 3	786 49 2 6	5,736 6 2 8	674 14 2 18	9,508 18 1 37



## APPENDIX No. 6.

STATEMENTS handed in by Mr. A. G. REID, General Manager, Dublin and South Eastern Railway during his Examination on 8th December, 1908.

## DUBLIN AND SOUTH EASTERN COMPANY'S TABLES—1.

## I.

TABLE showing the Rates per ton authorised to be charged by Irish Railways under the Railway Rates and Charges (Athlone and Ennis Junction Railway, &c.) Order Confirmation Act, 1892, for the conveyance of Oats and Barley, Potatoes, Green Seeds, Sugar in Bags, and Ale and Porter for certain distances, and the Rates charged by the Great Northern Railway (Ireland), the undermentioned English Railways, and the Dublin and South Eastern Railway for corresponding distances.

	Oats and Barley.	Potatoes.	Green Seeds.	Sugar in Bags.	Ale and Porter.	Average Rate.	
	6 ton lots.	4 ton lots.	3 ton lots.		Any quantity.		
<b>25 Miles.</b>							
Irish Maritime Rates.	8 6	7 20	10 1	20 8	10 6	9 10	Railways to Dublin, 25 miles.
Great Northern Railway (Ireland).	8 3	7 2	7 0	20 9	8 0	8 12	
Lancashire and Yorkshire Railway.	6 8	6 7	10 7	10 5	10 5	8 4	
London and North Western Railway.	6 3	6 30	11 8	10 1	6 4		
London and South Western Railway.	4 8	6 5	10 9	8 7	9 7		
South Eastern and Chatham Railway.	4 5	7 7	10 0	10 0	*10 0		
Dublin and South Eastern Railway.	8 6	4 6	7 6	4 0	8 9	8 9	
<b>45 Miles.</b>							
Irish Maritime Rates.	11 8	11 2	17 8	18 7	16 7	14 2	Railways to Dublin, 45 miles.
Great Northern Railway (Ireland).	7 6	7 6	9 3	12 6	12 4	10 0	
Lancashire and Yorkshire Railway.	6 12	9 12	10 12	12 4	12 4	11 5	
London and North Western Railway.	6 8	8 4	10 18	12 11	10 10		
London and South Western Railway.	5 3	6 5	10 9	12 1	12 1		
South Eastern and Chatham Railway.	5 3	10 30	11 9	16 5	*16 0		
Dublin and South Eastern Railway.	4 6	6 6	7 6	6 0	8 2	6 4	
<b>75 Miles.</b>							
Irish Maritime Rates.	12 8	10 5	19 7	17 7	17 7	15 12	Railways to Dublin, 75 miles.
Great Northern Railway (Ireland).	8 2	8 3	11 8	14 5	12 5	11 10	
Lancashire and Yorkshire Railway.	10 8	10 0	16 12	12 4	12 4	12 30	
London and North Western Railway.	9 7	9 6	16 8	12 0	12 6		
London and South Western Railway.	5 12	6 11	17 3	14 10	14 10		
South Eastern and Chatham Railway.	5 9	12 2	16 3	16 2	*16 2		
Dublin and South Eastern Railway.	6 6	4 6	11 4	6 0	12 3	7 10	

\* Ale and Porter in casks.

In the cases where the Companies' Rates are varied Rates, they have, for the purpose of comparison, been reduced to Station to Station Rates by the Companies deducting the cartage.

## DUBLIN AND SOUTH EASTERN COMPANY'S TABLES—2.

## II

RATES charged by the Great Eastern Railway for Agricultural Produce between the undermentioned Stations, and the Rates charged for corresponding distances by Great Northern Railway (Ireland) and Dublin and South Eastern Railway.

Great Eastern Railway Rates.			Great Northern Ry. (Ir.) Rates.	Dublin and South Eastern Ry. Rates.
Between	Distance.	Rates for Eastern, Western, Flagon, Maple, Oak, Pear, Elm and Walnut in Bags, in 5-ton loads and upwards.	Rates for corresponding distances for Butte, Ireland, Landed for Foreign, Old Grain, Indian Corn, Oats, Potatoes, Turneps, Parsneps, Carrots and Onions, at 6-ton loads and upwards (Oats and Potatoes 2 tons).	Rates to Dublin for corresponding distances for Oats, Hay and Straw (machine pressed), Potatoes, Barley, Wheat, Turneps and Onions, in bulk in 6-ton loads and upwards.
	Miles.	Per Ton.	Per Ton.	Per Ton.
		s. d.	s. d.	s. d.
Swaffham and Retford	90	13 30	9 5	4 5
Retford and Doncaster	112	11 5	9 5	2 0
Swaffham and Boston	116	12 0	9 10	2 0

## III

TABLE 3.

RATES charged by the Dublin and South Eastern Railway for the conveyance of Potatoes in Wagon Loads from Counties Wexford and Waterford, the Rates charged by Great Northern Railway (Ireland) for corresponding distances from North of Ireland District, and the Rates charged by English Railways for corresponding distances from Stations in Lincolnshire.

Dublin and South Eastern Ry. Rates.			Great Northern Ry. (Ireland) Rates.			English Railway Rates.			
To Dublin from	Distance.	Rates per Ton.	To Dublin from	Distance.	Rates per Ton.	From	To	Distance.	Rates per Ton.
	Miles.	s. d.		Miles.	s. d.			Miles.	s. d.
Waterford	110	2 9	Corkstown	116	9 9	Boston	Manchester	118	12 1
New Ross	102	4 2	Donipatone	102	2 2	Stapleford	Waterbury	106	10 10
Palmerston	84	5 5	Ballymore	55	2 9	Boston	Birmingham	99	10 9
Wexford	80	5 5	Lurgan	80	2 9	Thameside	Do	90	10 0
Chapel	80	5 6	Portlough	87	7 5	Stamford	Do	55	10 0

## DUBLIN AND SOUTH EASTERN COMPANY'S TABLES—4

## IV.

RATES charged by Dublin and South Eastern Railway for the conveyance of Butter, Lard, Eggs, Bacon, Hams, and Dead Poultry by Goods Train from Ennisceothy, New Ross, Wexford, and Waterford to English Centres.

From	To	Traffic	Ordinary Class Rate		Reduced Special Rate	
			Per Ton.	4. 6. 8.	Per Ton.	4. 6. 8.
Ennisceothy	London	Bacon and Lard	57 6		38 3	
Do	do	Butter	37 6		41 3	
Do	Birmingham	Bacon	45 5		36 5	
Do	do	Butter and Lard	45 5		40 5	
Do	Manchester	Bacon	45 5		36 5	
Do	do	Butter and Lard	45 5		40 5	
Do	Leeds	Bacon and Hams	52 5		38 5	
Do	do	Butter and Lard	37 6		38 5	
Do	Sheffield	do	42 6		46 5	
Do	Hudders	do	52 6		36 5	
Do	do	Dead Poultry	50 6		40 6	
Do	Bolton	Butter and Lard	45 5		42 6	
New Ross	London	do	55 0		39 2	
Do	do	Eggs	73 0		36 5	
Do	Birmingham	Butter and Lard	43 4		39 3	
Do	do	Eggs	55 4		48 3	
Do	Manchester	Bacon	43 4		38 5	
Do	do	Butter and Lard	43 4		38 4	
Do	do	Eggs	55 4		48 3	
Do	Leeds	Butter and Lard	50 30		45 5	
Do	do	Eggs	64 2		47 11	
Do	Butter	Butter and Lard	42 4		35 4	
Do	do	Bacon	42 4		36 3	
Wexford	London	Butter and Lard	58 2		42 5	
Do	Birmingham	Butter	56 2		46 5	
Waterford	London	Bacon and Hams	43 4		38 4	
Do	do	Eggs	55 5		45 5	
Do	do	Butter and Lard	43 4		38 4	
Do	Birmingham	do	37 6		38 4	
Do	Norwich	Eggs	52 6		45 5	
Do	do	Butter and Lard	42 4		37 4	
Do	Manchester	Eggs	42 4		35 3	
Do	do	Butter and Lard	36 5		35 5	
Do	do	Dead Poultry	38 4		40 5	
Do	Leeds	Eggs	52 6		45 5	
Do	do	Butter and Lard	42 6		38 5	
Do	do	Dead Poultry	50 5		50 5	
Do	Derby	Eggs	50 6		42 6	
Do	do	Butter and Lard	42 4		38 5	
Do	Blackburn	Eggs	46 5		38 4	
Do	do	Butter and Lard	38 4		35 5	
Do	do	Dead Poultry	42 4		50 5	
Do	St Helens	Eggs	48 5		35 4	
Do	do	Butter and Lard	36 4		33 4	
Do	do	Dead Poultry	50 5		43 5	
Do	Chatter	Eggs	47 6		37 5	
Do	do	Butter and Lard	38 4		36 4	
Do	do	Dead Poultry	50 5		47 5	
Do	Proton	Eggs	46 5		38 4	
Do	do	Butter and Lard	36 5		35 5	
Do	Warrington	Eggs	43 5		33 4	
Do	do	Butter	36 4		35 4	
Do	do	Dead Poultry	52 6		40 5	



## DUBLIN AND SOUTH EASTERN COMPANY'S TABLE—7.

## VII.

## RATHNEW BRICK COMPANY.

REDUCED Special Rates given by the Dublin and South Eastern Railway to encourage the above Industry.

BETWEEN RATHNEW	Distance	Traffic	Ordinary Class Rate.	Reduced Special Rate.	Conditions.
AND	Miles.		Per Ton.	Per Ton.	
			s. d.	s. d.	
Harcourt Street, — — — — —	24	Coal, — — — — —	3 3	2 6	6 ton loads.
Harcourt Street and all Intermediate Stations	24	Bricks, — — — — —	3 6	2 6	5 do
Harcourt Street and all Intermediate Stations	24	Asph., — — — — —	Per Wagon 15 0	Per Wagon 5 0	4 do
North Wall, — — — — —	36	Bricks, — — — — —	Per Ton 5 0	Per Ton 3 6	6 do
Do, — — — — —	36	Coal, — — — — —	4 6	3 6	6 do
Grand Canal Street, — — — — —	20	do — — — — —	3 4	2 6	6 do
Kingstown, — — — — —	24	do — — — — —	3 6	2 6	6 do
Quay and all Intermediate Stations.	24	Bricks, — — — — —	3 6	2 6	6 do.
Ashtown, — — — — —	20	do — — — — —	2 10	2 0	6 do
Ballinacorney, — — — — —	24	do — — — — —	3 2	2 6	6 do
Yokely, — — — — —	27	do — — — — —	3 4	2 6	6 do
Cummin, — — — — —	27	do — — — — —	4 6	3 0	6 do
Turn, — — — — —	40	do — — — — —	4 2	3 6	6 do.
Enniscorthy, — — — — —	47	do — — — — —	4 8	3 0	6 do.
Do, — — — — —	47	Rathneware, — — — — —	30 7	7 4	Any quantity.
Edmund, — — — — —	54	Bricks, — — — — —	4 11	3 6	6-ton loads.
Navan, — — — — —	55	do — — — — —	5 0	3 6	6 do
Chapel, — — — — —	60	do — — — — —	5 5	4 6	6 do.
Palmer Road, — — — — —	61	do — — — — —	5 8	4 8	6 do.
New Ross, — — — — —	73	do — — — — —	6 2	4 8	6 do
Glennagh, — — — — —	74	do — — — — —	6 6	4 8	6 do
Waterford, — — — — —	86	do — — — — —	6 11	5 0	6 do
Edinburg, — — — — —	96	do — — — — —	6 2	5 9	6 do
Wexford, — — — — —	97	do — — — — —	5 7	5 0	6 do

\* Minimum charge, £1s. 2d. per truck.

## VIII.

## TABLE 8.

## ARKLOW TERRA COTTA, BRICK AND TILE COMPANY.

REDUCED Special Rates given by the Dublin and South Eastern Railway to encourage the above Industry.

BETWEEN ARKLOW	Distance	Traffic	Ordinary Class Rate	Reduced Special Rate	Conditions
AND	Miles.		Per Ton.	Per Ton.	
			s. d.	s. d.	
Harcourt Street, — — — — —	43	Bricks, common, — — — — —	4 8	2 9	6 ton loads.
Do — — — — —	43	Building Materials, — — — — —	30 9	6 3	6 do
Arklow Street, — — — — —	54	Bricks, common, — — — — —	6 10	3 3	6 do
Delany, — — — — —	42	Bricks, — — — — —	4 4	2 4	6 do
Kingstown, — — — — —	61	do — — — — —	4 6	2 6	6 do
Temp, — — — — —	52	Bricks, common, — — — — —	3 11	3 6	6 do
Greystones, — — — — —	36	do do — — — — —	2 7	2 4	6 do
Wicklow, — — — — —	24	do do — — — — —	2 11	2 6	6 do.
Do — — — — —	24	Coal, — — — — —	3 8	2 6	6 do
Glencity, — — — — —	51	Bricks, — — — — —	2 4	2 0	6 do.

## DUBLIN AND SOUTH EASTERN COMPANY'S TABLES—B—continued.

## VIII.—continued.

## ARKLOW TERRA COTTA, BRICK AND TILE COMPANY.

Reduced Special Rates given by the Dublin and South Eastern Railway to encourage the above industry.

BETWEEN ARKLOW			Distance.	Traffic.	Ordinary Class Rate.	Reduced Special Rate.	Conditions.
AND			Miles.		Per Ton.	Per Ton.	
					r d	r d	
Rathfriland	Do.	Do.	11½	Bricks, Slates and Tiles.	2 1	1 4	4-ton loads.
Do.	Do.	Do.	11½	do do do	3 8	1 9	Any quantity.
Do.	Do.	Do.	11½	Coal.	2 0	1 4	4-ton loads.
Do.	Do.	Do.	11½	do	3 8	1 9	Any quantity.
Ovoca	Do.	Do.	6½	Bricks, Slates and Tiles.	1 6	1 0	4-ton loads.
Do.	Do.	Do.	6½	do do do	2 10	1 9	Any quantity.
Do.	Do.	Do.	6½	Coal.	1 6	1 9	4-ton loads.
Do.	Do.	Do.	6½	do	2 0	1 9	Any quantity.
Woodstockbridge	Do.	Do.	4½	Bricks.	1 2	1 0	6-ton loads.
Aughran	Do.	Do.	4½	Bricks and Slates.	2 2	2 3	Any quantity.
Do.	Do.	Do.	4½	Tiles.	2 2	2 3	do
Ballinglen	Do.	Do.	14½	Bricks, Slates and Tiles.	2 4	2 3	4-ton loads.
Do.	Do.	Do.	14½	do do do	4 8	3 3	Any quantity.
Timahilly	Do.	Do.	15½	do do do	2 9	2 3	4-ton loads.
Do.	Do.	Do.	15½	do do do	4 8	3 3	Any quantity.
Do.	Do.	Do.	15½	Coal.	2 7	2 3	4-ton loads.
Do.	Do.	Do.	15½	do	3 4	3 3	Any quantity.
Shankillagh	Do.	Do.	29½	Bricks.	2 10	2 9	6-ton loads.
Do.	Do.	Do.	29½	Slates and Tiles.	3 3	2 6	4 do.
Do.	Do.	Do.	29½	do do	5 3	3 6	Any quantity.
Do.	Do.	Do.	29½	Coal.	2 1	2 6	6-ton loads.
Do.	Do.	Do.	29½	do	2 30	2 6	Any quantity.
Garry	Do.	Do.	18½	Bricks, Slates and Tiles.	2 0	1 6	6-ton loads.
Do.	Do.	Do.	18½	do do do	3 6	2 9	Any quantity.
Do.	Do.	Do.	18½	Coal.	1 11	1 4	4-ton loads.
Inch	Do.	Do.	4½	Bricks.	1 2	1 9	4 do.
Do.	Do.	Do.	4½	do	2 6	2 9	Any quantity.
Do.	Do.	Do.	4½	Coal.	1 2	1 9	4-ton loads.
Cassino	Do.	Do.	35	Bricks.	2 5	2 9	6-ton loads.
Do.	Do.	Do.	35	Bricks, Slates and Tiles.	3 9	2 6	4 do.
Do.	Do.	Do.	35	do do do	6 10	3 6	Any quantity.
Do.	Do.	Do.	35	Coal.	2 10	2 9	4-ton loads.
Do.	Do.	Do.	35	do	3 7	2 6	Any quantity.
Ferna	Do.	Do.	20½	Bricks.	2 10	2 6	6-ton loads.
Do.	Do.	Do.	20½	Bricks, Slates and Tiles.	3 3	2 6	4 do.
Do.	Do.	Do.	20½	do do do	5 3	3 6	Any quantity.
Do.	Do.	Do.	20½	Coal.	2 1	2 6	6-ton loads.
Do.	Do.	Do.	20½	do	2 20	2 8	Any quantity.
Monasterevin	Do.	Do.	25½	Bricks.	2 5	2 8	6-ton loads.
Do.	Do.	Do.	25½	Bricks, Slates and Tiles.	4 0	3 3	4 do.
Do.	Do.	Do.	25½	do do do	5 0	3 3	Any quantity.
Do.	Do.	Do.	25½	Coal.	2 9	2 3	4-ton loads.
Edrume	Do.	Do.	32	Bricks.	2 7	2 6	5 do.
Macroom	Do.	Do.	34½	do	2 10	2 6	6 do.
Chapel	Do.	Do.	48½	do	1 2	2 4	6 do.
Palmerstown	Do.	Do.	48½	do	1 6	2 5	6 do.
New Ross	Do.	Do.	48½	do	1 4	2 5	6 do.
Glennasmole	Do.	Do.	53	do	1 4	2 5	6 do.
Waterford	Do.	Do.	67	do	1 18	3 6	6 do.
Kilburn	Do.	Do.	27½	do	1 9	2 8	6 do.
Wexford	Do.	Do.	42½	do	1 5	2 6	6 do.

## DUBLIN AND SOUTH EASTERN COMPANY'S TABLES—c

## IX.

COURTOWN BRICK COMPANY.

REDUCED Special Rates given by the Dublin and South Eastern Railway to encourage the above Industry.

BETWEEN COUNTRY	Distance	Trains	Ordinary Class Rates	Reduced Special Rates	Comments.
AND	Miles.		Per Ton.	Per Ton.	
Hazoreau Street and all stations south to Haymarket, Indiana.	224	Bricks, .. .. .	5 5	4 5	4-ton loads.
Hazoreau Street, .. .. .	224	Coal, .. .. .	5 0	3 0	5 do.
Wabash and all stations south to Elmhurst, Indiana.	301	Bricks, .. .. .	3 7	2 0	5 do.
Elmhurst, Indiana.	18	Do, .. .. .	2 7	1 5	5 do.
Elmhurst, Indiana and all intermediate stations.	221	Do, .. .. .	3 0	2 0	5 do.
St. Joseph and all stations on that branch.	352	Do, .. .. .	3 7	2 0	5 do.
Chicago, .. .. .	300	Do, .. .. .	3 0	2 5	5 do.
Palmer East, .. .. .	342	Do, .. .. .	3 30	2 5	5 do.
New York, .. .. .	350	Do, .. .. .	4 4	3 0	5 do.
Hammond, .. .. .	410	Do, .. .. .	4 0	3 5	5 do.
Waukegan, .. .. .	508	Do, .. .. .	5 2	3 5	5 do.

## X.

TABLE 10. -

## BALLEDGE QUARRY COMPANY.

REDUCED Special Rates given by the Dublin and South Eastern Railway to encourage the above Industry.

BETWEEN RAILROAD SIDING	Distance.	Time.	Ordinary Class Rates.	Reduced Special Rates.	Conditions.
AND	Miles		Per Ton.	Per Ton.	
Harvard Street, ————	37	Stone with, ————	3 4	2 4	6-ton loads.
Do, ————	37	Miscellaneous and screenings, ————	3 6	2 2	
North Wall, ————	64	Masonry and rubble, ————	3 8	2 6	6 do.
Green, ————	3		4 2	3 6	6 do.
		Stone with, ————	Per Wagon.	Per Wagon.	
			8 9	6 6	3 do.
Gerry, ————	22	Masonry, ————	Per Ton.	Per Ton.	
Condon, ————	29	Masonry and screenings, ————	3 18	2 8	6 do.
Fern, ————	36	Do, ————	3 5	2 6	6 do.
Edgemo, ————	48	Do, ————	6 3	3 6	4 do.
Watford, ————	55	Do, ————	4 9	2 6	6 do.

## DUBLIN AND SOUTH EASTERN COMPANY'S TABLES—II.

## XI.

## PARNELL QUARRY COMPANY, LTD., ARKLOW

Reduced Special Rates given by the Dublin and South Eastern Railway to encourage the above Industry.

Between Main Stations	Distance	Traffic	Ordinary Class Rates	Reduced Special Rates	Conditions
AND	Miles.		Per Ton	Per Ton	
			s. d.	s. d.	
Harcourt Street, ..	54	Stone Balla, ..	4 9	3 8	6 ton loads.
Do .. .. .	51	Manure and Sawdust, ..	4 3	3 2	5 do.
Ardena Road, ..	53	do. .. do. ..	5 7	2 6	5 do.
Farrack, .. .. .	46	Manure, .. .. .	4 0	2 3	5 do.
Harold, .. .. .	41	do. .. .. .	3 10	2 2	5 do.
Dolly, .. .. .	44	do. .. .. .	4 0	2 2	5 do.
Knightsdown, ..	38	Stone Balla, ..	4 4	2 9	5 do.
Do .. .. .	46	Manure and Sawdust, ..	4 1	2 3	5 do.
Daly, .. .. .	39	Stone Balla, ..	3 11	2 9	5 do.
Do .. .. .	36	Manure, .. .. .	3 8	2 2	5 do.
Glenam, .. .. .	37	Sawdust, .. .. .	4 11	3 0	5 do.
Waterford, .. ..	38	do. .. .. .	5 4	3 0	5 do.
Bahbender Railway, ..	40	Stone Balla, ..	4 11	2 9	5 do.
Do .. .. .	51	Manure and Sawdust, ..	4 5	2 4	5 do.

Owing to depression of trade a rate of 5d. per ton for Manure and Sawdust on 5 ton loads was put into operation between Harcourt Street and Ash Road on 24th May last, and this rate still continues in force.

## XII.

## TABLE 12.

## DUBLIN CEMENT COMPANY.

Reduced Special Rates given by the Dublin and South Eastern Railway to encourage the above Industry.

Between Works	Distance	Traffic	Ordinary Class Rate	Reduced Special Rate	Conditions
AND	Miles.		Per Ton	Per Ton	
			s. d.	s. d.	
Harcourt Street, ..	54	Cement, .. .. .	9 5	5 9	6 ton loads.
Do .. .. .	51	do. .. .. .	11 6	7 4	5 do.
Ardena, .. .. .	53	do. .. .. .	9 6	6 4	5 do.
Farrack, .. .. .	50	do. .. .. .	9 4	5 4	5 do.
Knightsdown, ..	38	do. .. .. .	9 5	5 0	5 do.
Daly, .. .. .	39	do. .. .. .	5 10	5 0	5 do.
Greystones, .. ..	74	do. .. .. .	5 6	5 4	5 do.
Killeshel, .. .. .	72	do. .. .. .	4 9	5 0	5 do.
Wicklow, .. .. .	65	do. .. .. .	7 5	5 9	5 do.
St. Dun's, .. .. .	64	do. .. .. .	7 5	7 9	5 do.
Arklow, .. .. .	43	do. .. .. .	5 5	4 9	5 do.
Quarry, .. .. .	30	do. .. .. .	3 1	4 0	5 do.
Enniscorthy, .. ..	15	do. .. .. .	3 5	2 6	5 do.
Monaghan, .. ..	9	do. .. .. .	2 7	2 0	5 do.
Palace Road, .. ..	20	do. .. .. .	3 9	3 0	5 do.
New Ross, .. .. .	25	do. .. .. .	5 7	3 6	5 do.



## DUBLIN AND SOUTH EASTERN COMPANY'S TABLES—13.

## XIII.

Reduced Special Rates given by the Dublin and South Eastern Railway to encourage GRAIN  
MILL INDUSTRY at

BATHDRUM, AUGHTRIM, ENNISCORTHY, WEXFORD AND NEW ROSS.

BETWEEN BATHDRUM	Distance.	Trails.	Ordinary Class Rate.	Reduced Special Rate.	Conditions.
AND	Miles.		Per Ton	Per Ton	
Barnard Street, .. .. .	32½	Grain, .. .. .	5 4	4 6	5-ton loads.
Arden Street, .. .. .	39½	Grain and Flour, .. .. .	7 5	5 3	5 do.
Kingstown, .. .. .	35½	Flour, .. .. .	5 10	4 4	5 do.
Exon, .. .. .	35	do. .. .. .	5 2	3 3	Any quantity.
Freemasons, .. .. .	36½	Grain, .. .. .	4 8	3 0	do.
Edmond, .. .. .	47½	Grain and Flour, .. .. .	4 3	2 9	do.
Navanville, .. .. .	16½	do. do. .. .. .	4 10	3 0	do.
Wicklow, .. .. .	30	do. do. .. .. .	3 2	1 9	do.
Woolenbridge, .. .. .	7½	do. do. .. .. .	2 11	2 3	do.
Trinity, .. .. .	35½	do. do. .. .. .	4 5	3 6	do.
Shelburne, .. .. .	34	do. do. .. .. .	4 11	2 3	do.
Arlow, .. .. .	15½	do. do. .. .. .	3 6	1 3	do.
Isle, .. .. .	14½	do. do. .. .. .	4 2	1 3	do.
Conry, .. .. .	27½	do. do. .. .. .	4 10	3 9	do.
Do. .. .. .	31½	do. do. .. .. .	4 1	3 9	5-ton loads.
Omaha, .. .. .	26½	do. do. .. .. .	4 5	3 2	4 do.
Furn, .. .. .	32½	do. do. .. .. .	3 9	2 3	4 do.
Enniscorthy, .. .. .	41½	do. do. .. .. .	5 5	3 5	5 do.
Do. .. .. .	49½	Flour, .. .. .	5 5	4 5	3 do.
Wexford, .. .. .	55½	Grain and Flour, .. .. .	6 1	5 5	5-ton loads.
AUGHTRIM					
AND					
Barnard Street, .. .. .	45½	Grain, .. .. .	6 2	5 0	5-ton loads.
Do. .. .. .	48½	do. .. .. .	7 2	5 4	Any quantity.
Arden Street, .. .. .	43½	Grain and Flour, .. .. .	7 7	5 3	5-ton loads.
Do. .. .. .	51½	do. do. .. .. .	6 7	4 8	3 do.
Wicklow, .. .. .	34½	do. do. .. .. .	4 9	3 3	Any quantity.
Edmond, .. .. .	44	Grain, .. .. .	2 8	1 6	do.
Trinity, .. .. .	71	Mill Stuffs, .. .. .	2 11	3 9	do.
Shelburne, .. .. .	12	Grain, .. .. .	3 6	2 6	do.
Do. .. .. .	12	Mill Stuffs, .. .. .	3 6	2 0	do.
Arlow, .. .. .	31	Grain and Flour, .. .. .	1 3	1 9	do.
Isle, .. .. .	13½	Grain, .. .. .	3 9	3 0	do.
Conry, .. .. .	19½	Grain and Flour, .. .. .	1 5	2 2	do.
Enniscorthy, .. .. .	37½	Flour, .. .. .	6 4	5 6	5-ton loads.
Wexford, .. .. .	41½	Grain and Flour, .. .. .	7 10	6 8	5 do.
ENNISCORTHY					
AND					
Barnard Street, .. .. .	77½	Grain, .. .. .	8 8	6 0	5-ton loads.
Do. .. .. .	77½	do. .. .. .	10 1	7 9	Any quantity.
Arden Street, .. .. .	59½	Grain and Flour, .. .. .	9 6	7 9	5-ton loads.
Do. .. .. .	70½	do. do. .. .. .	12 2	8 9	3 do.
Kingstown, .. .. .	73½	Grain, .. .. .	5 3	7 6	5 do.
Edmond, .. .. .	47½	Mill Stuffs, .. .. .	5 5	3 4	3 do.
Wicklow, .. .. .	46½	Grain and Flour, .. .. .	7 5	3 4	5 do.
Bathdrum, .. .. .	40½	do. do. .. .. .	6 8	5 0	1 do.
Do. .. .. .	49½	Flour, .. .. .	6 8	5 0	3 do.
Aughtrim, .. .. .	47½	do. .. .. .	8 8	5 6	2 do.
Edmond, .. .. .	41½	Mill Stuffs, .. .. .	5 9	5 10	5 do.
Trinity, .. .. .	44½	do. .. .. .	7 0	3 5	3 do.
Do. .. .. .	54	Grain and Flour, .. .. .	7 6	6 0	Any quantity.
Shelburne, .. .. .	43½	do. do. .. .. .	7 8	5 0	5-ton loads.
Arlow, .. .. .	29½	Flour, .. .. .	3 5	1 0	1 do.
Isle, .. .. .	34	do. .. .. .	5 11	4 0	3 do.

## DUBLIN AND SOUTH EASTERN COMPANY'S TABLES—15—con.

## XIII.—continued.

Rescued Special Rates given by the Dublin and South Eastern Railway to encourage GRAIN MILL INDUSTRIES at

RATHDRUM, AUGHIRM, ENNISCOORTHY, WEXFORD, AND NEW ROSS—continued.

BETWEEN ENNISCOORTHY	Distance	Trails	Ordinary Class Rates	Reduced Special Rates	Conditions
AND	Miles.		Per Ton. s. d.	Per Ton. s. d.	
Garry, .. .. .	18	Grain and Flour, .. .. .	5 5	3 0	Any quantity.
Cumshingaugh, .. .. .	18½	Butter, .. .. .	3 4	2 0	5-ton loads.
Ferns, .. .. .	7½	do .. .. .	3 11	1 0	5 do.
Edwardsboro, .. .. .	34	Milk Grails, .. .. .	3 5	1 0	5 do.
Chapel, .. .. .	112	Grain and Flour, .. .. .	3 7	2 0	Any quantity.
New Ross, .. .. .	21½	Grain, .. .. .	5 0	3 0	do.
Wexford, .. .. .	115	do .. .. .	3 4	2 5	5-ton loads.
Do .. .. .	114	Flour, .. .. .	4 0	2 5	Any quantity.
Do .. .. .	11	Grain and Flour, .. .. .	4 0	2 0	5-ton loads.
Waterford, .. .. .	181	Grain, .. .. .	5 0	3 0	5 do.
Do .. .. .	18½	Milk Grails, .. .. .	5 4	4 5	3 do.
WEXFORD AND					
Harcourt Street, .. .. .	112½	Grain, .. .. .	5 5	3 5	5-ton loads.
Do .. .. .	114	do .. .. .	11 0	7 5	Any quantity.
Armagh Street, .. .. .	95	Grain and Flour, .. .. .	10 10	7 5	5-ton loads.
Do .. .. .	90	do. do .. .. .	11 7	8 5	5 do.
Kilpatrick, .. .. .	38	Grain, .. .. .	5 5	7 5	5 do.
Wicklow, .. .. .	45	Grain and Flour, .. .. .	5 11	5 5	5 do.
Do .. .. .	45	do do .. .. .	5 11	4 5	3 do.
Northbrook, .. .. .	104	do do .. .. .	5 5	4 5	5 do.
Ardsheara, .. .. .	108	do do .. .. .	7 10	5 0	5 do.
St. John's, .. .. .	111	Grain, .. .. .	7 5	5 0	5 do.
Do .. .. .	111½	do .. .. .	8 11	7 5	Any quantity.
Garry, .. .. .	114	Grain and Flour, .. .. .	5 5	4 0	5-ton loads.
Cumshingaugh, .. .. .	114	do do .. .. .	5 2	3 5	5 do.
Ferns, .. .. .	37	Corn, Beans, and Pollard, .. .. .	4 13	3 5	5 do.
Enniscoorthy, .. .. .	114	Grain, .. .. .	5 4	2 5	5 do.
Do .. .. .	114	Flour, .. .. .	4 0	2 5	Any quantity.
Edwardsboro, .. .. .	111	Grain, .. .. .	5 10	3 5	5-ton loads.
Wexford, .. .. .	91	do .. .. .	2 7	2 5	5 do.
Chapel, .. .. .	18	do .. .. .	4 0	3 5	5 do.
Palace Road, .. .. .	20	do .. .. .	3 9	2 5	5 do.
Do .. .. .	20	do .. .. .	5 5	4 0	5 do.
New Ross, .. .. .	111	do .. .. .	4 7	3 0	5 do.
Do .. .. .	111	do .. .. .	5 5	4 0	5 do.
Edwardsboro, .. .. .	41	do .. .. .	2 10	2 5	5 do.
Glenasmole, .. .. .	111	do .. .. .	5 2	3 5	5 do.
Waterford, .. .. .	112	do .. .. .	5 5	4 0	5 do.
NEW ROSS AND					
Harcourt Street, .. .. .	112	Grain, .. .. .	12 5	7 0	Any quantity.
Armagh Street, .. .. .	114	Grain and Flour, .. .. .	14 5	7 5	5-ton loads.
Do .. .. .	114	do do .. .. .	13 4	5 5	5 do.
Wicklow, .. .. .	74½	do do .. .. .	9 10	5 5	5 do.
Do .. .. .	74½	do do .. .. .	9 10	5 5	5 do.
Garry, .. .. .	111	Grain, .. .. .	5 10	5 5	5 do.
Cumshingaugh, .. .. .	111	do .. .. .	5 2	4 5	5 do.
Enniscoorthy, .. .. .	111	do .. .. .	5 0	5 0	Any quantity.
Chapel, .. .. .	112	Corn, .. .. .	3 7	2 5	5-ton loads.
Palace Road, .. .. .	51	Grain, .. .. .	3 1	2 0	5 do.
Wexford, .. .. .	114	do .. .. .	4 7	3 0	5 do.
Do .. .. .	114	do .. .. .	3 5	4 0	5 do.
Glenasmole, .. .. .	6	do .. .. .	2 1	1 5	5 do.
Waterford, .. .. .	111	do .. .. .	3 2	2 5	5 do.

## DUBLIN AND SOUTH EASTERN COMPANY'S TABLES—14.

## XIV.

REDUCED Special Rates given by Dublin and South Eastern Railway Company to encourage Bacon Manufacturers at

## ENNISCOORTHY AND NEW ROSS

BETWEEN ENNISCOORTHY	Distance.	Traffic	Ordinary Class Rates	Reduced Special Rates	Conditions.
AND	Miles.		Per Ton.	Per Ton.	
			s. d.	s. d.	
Harcourt Street, — — — — —	7½	Bacon in boxes, — — —	17 6	9 0	Any quantity.
Ballinacree, — — — — —	10	Bacon, — — — — —	21 2	9 6	do
Ovens, — — — — —	30½	do — — — — —	16 1	9 1	do
Ashtown, — — — — —	37½	do — — — — —	16 7	9 1	do
Delinaght, — — — — —	41½	do — — — — —	12 4	9 6	do
Castlely, — — — — —	44½	do — — — — —	13 11	9 6	do
Shelbigh, — — — — —	49	do — — — — —	22 10	9 6	do
New Ross, — — — — —	54½	do — — — — —	5 2	5 0	do
NEW ROSS					
AND					
Arden Street, Maroon Street and all Stations south of New Ross, inclusive, — — — — —	104½	Bacon and bones, — — —	19 2	12 4	do
Enniscoorthy, — — — — —	94½	Bacon, — — — — —	5 2	5 0	do

## XV

TABLE 15.

## WEXFORD HAT COMPANY

REDUCED Special Rates given by the Dublin and South Eastern Railway to encourage the above Industry before anything was known as to the traffic likely to be created.

BETWEEN WEXFORD	Distance	Traffic	Ordinary Class Rates	Reduced Special Rate	Conditions
AND	Miles		Per Ton.	Per Ton.	
			s. d.	s. d.	
Harcourt Street, — — — — —	90½	Straw hats in cases, — — —	37 3	20 0	
Do, — — — — —	92½	Drapery, — — — — —	25 2	15 4	

## XVI.

TABLE 16.

## WEXFORD ENGINEERING COMPANIES.

REDUCED Special Rates given by the Dublin and South Eastern Railway to encourage the above Industry

BETWEEN WEXFORD	Distance	Traffic	Ordinary Class Rate	Reduced Special Rate	Conditions
AND	Miles.		Per Ton.	Per Ton.	
			s. d.	s. d.	
Harcourt Street, — — — — —	82½	Soap Metal, — — — — —	5 4	4 0	7-ton loads.
Do, — — — — —	82½	do — — — — —	7 4	6 0	5 do
Enniscoorthy, — — — — —	101½	Moulding sand, — — — — —	3 2	1 6	7 do
Do, — — — — —	101½	Corrugated Iron and Bar Iron, — — — — —	4 8	3 0	Any quantity
Waterford — — — — —	124½	Iron Bars, — — — — —	6 6	5 0	do.



## DUBLIN AND SOUTH EASTERN COMPANY'S TABLES—21.

## XIX.

STATEMENT showing insurances in regard to Dublin and South Eastern Company's Rates in the Tables furnished by Mr. Philip MacNulty, Transit Inspector to the Department of Agriculture and Technical Instruction

Miles.	Traffic.		Quantity.	Expressed by Mr. MacNulty.	Actual Rates charged by D. & S. E. Co. in 1894.	For cost Comparison with Continental Rates.							
						Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Switzerland.
				per ton	per ton	per ton	per ton	per ton	per ton	per ton	per ton	per ton	per ton
79	Down.	Mr. MacNulty's Rates Dublin and Waterford ..	1 ton	14 0	—	100	85	80	86	80	71	79	79
			Any	—	7 0	—	120	100	100	100	100	100	100
81	"	Mr. MacNulty's Rates Dublin and Waterford ..	1 ton	20 0	—	—	97	92	97	96	86	92	92
			Any	—	7 0	—	130	100	100	100	100	100	100
75	"	Mr. MacNulty's Rates Dublin and Waterford ..	5 tons	16 0	—	—	85	80	86	80	71	79	79
			Any	—	7 0	—	120	100	100	100	100	100	100
81	"	Mr. MacNulty's Rates Dublin and Waterford ..	5 tons	20 0	—	—	97	92	97	96	86	92	92
			Any	—	7 0	—	130	100	100	100	100	100	100
76	"	Mr. MacNulty's Rates Dublin and Waterford ..	10 tons	16 0	—	—	85	80	86	80	71	79	79
			Any	—	7 0	—	120	100	100	100	100	100	100
81	"	Mr. MacNulty's Rates Dublin and Waterford ..	10 tons	20 0	—	—	97	92	97	96	86	92	92
			Any	—	7 0	—	130	100	100	100	100	100	100
84	Coke.	Mr. MacNulty's Rates Dublin and Waterford ..	1 ton	11 0	—	100	75	70	75	74	66	74	74
			Any	—	7 0	—	120	100	100	100	100	100	100
100	"	Mr. MacNulty's Rates Dublin and Waterford ..	1 ton	12 0	—	—	75	70	75	74	66	74	74
			Any	—	20 0	—	130	100	100	100	100	100	100
110	"	Mr. MacNulty's Rates Dublin and Waterford ..	1 ton	13 0	—	—	75	70	75	74	66	74	74
			Any	—	7 0	—	110	100	100	100	100	100	100
80	"	Mr. MacNulty's Rates Dublin and Waterford ..	5 tons	8 0	—	—	75	70	75	74	66	74	74
			Any	—	7 0	—	100	100	100	100	100	100	100
40	"	Mr. MacNulty's Rates Dublin and Waterford ..	5 tons	6 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	120	100	100	100	100	100	100
180	"	Mr. MacNulty's Rates Dublin and Waterford ..	5 tons	10 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	120	100	100	100	100	100	100
110	"	Mr. MacNulty's Rates Dublin and Waterford ..	5 tons	11 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	120	100	100	100	100	100	100
70	"	Mr. MacNulty's Rates Dublin and Waterford ..	10 tons	8 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	100	100	100	100	100	100	100
40	"	Mr. MacNulty's Rates Dublin and Waterford ..	10 tons	6 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	120	100	100	100	100	100	100
100	"	Mr. MacNulty's Rates Dublin and Waterford ..	10 tons	8 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	120	100	100	100	100	100	100
120	"	Mr. MacNulty's Rates Dublin and Waterford ..	10 tons	8 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	120	100	100	100	100	100	100
81	Eastward.	Mr. MacNulty's Rates Dublin and Waterford ..	5 tons	11 0	—	100	75	70	75	74	66	74	74
			Any	—	7 0	—	120	100	100	100	100	100	100
80	"	Mr. MacNulty's Rates Dublin and Waterford ..	5 tons	9 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	100	100	100	100	100	100	100
81	"	Mr. MacNulty's Rates Dublin and Waterford ..	5 tons	11 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	120	100	100	100	100	100	100
80	"	Mr. MacNulty's Rates Dublin and Waterford ..	10 tons	6 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	100	100	100	100	100	100	100
81	"	Mr. MacNulty's Rates Dublin and Waterford ..	10 tons	6 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	120	100	100	100	100	100	100
70	Westward.	Mr. MacNulty's Rates Dublin and Waterford ..	1 ton	12 0	—	100	75	70	75	74	66	74	74
			Any	—	7 0	—	120	100	100	100	100	100	100
70	"	Mr. MacNulty's Rates Dublin and Waterford ..	5 tons	8 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	100	100	100	100	100	100	100
40	"	Mr. MacNulty's Rates Dublin and Waterford ..	5 tons	6 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	100	100	100	100	100	100	100
70	"	Mr. MacNulty's Rates Dublin and Waterford ..	10 tons	8 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	100	100	100	100	100	100	100
40	"	Mr. MacNulty's Rates Dublin and Waterford ..	10 tons	6 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	100	100	100	100	100	100	100
110	"	Mr. MacNulty's Rates Dublin and Waterford ..	10 tons	8 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	120	100	100	100	100	100	100
100	Artificial Materials.	Mr. MacNulty's Rates Dublin and Waterford ..	1 ton	12 0	—	100	85	80	86	80	71	79	79
			Any	—	7 0	—	120	100	100	100	100	100	100
80	"	Mr. MacNulty's Rates Dublin and Waterford ..	5 tons	8 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	100	100	100	100	100	100	100
120	"	Mr. MacNulty's Rates Dublin and Waterford ..	5 tons	11 0	—	—	55	50	55	54	46	54	54
			Any	—	7 0	—	120	100	100	100	100	100	100

The Dublin and South Eastern Rates shown in this Statement are the actual Rates charged.

## DUBLIN AND SOUTH EASTERN COMPANY'S TABLES

## XX

Dublin, Wicklow, and Wexford Railway.

Traffic Manager's Office.

Dublin, September 13th, 1906.

R. 6531.

DEAR Sir,

REBATES allowed by G. S. &amp; W. Co. to Running Power District

I herewith send you a list of the rebates allowed by the G. S. & W. Co. at stations where we have running powers.

The list evidently belonged to one of the G. S. & W. Co.'s Carvers, and it will be of use to us. It fell into the hands of our Carver, and I herewith send you a report from him.

Please acknowledge receipt, and oblige.

Yours faithfully,

(Signed) Jno. COGHILL, w.d.s.

A. G. Bend, Esq.,

General Manager.

(Last referred to above.)

GREAT SOUTHERN AND WESTERN RAILWAY

Rebates proposed in consequence of D. W. & W. Competition at stations Grange to Limerick Junction inclusive.

Traders.	Traffic.	Allowance per Ton.	Date of Application.	Reference.
<b>Group Traffic—</b>	—	1 4	—	—
<b>Follows Traffic—</b>				
Hilvers Duty Society, .. ..	Dublin traffic, .. ..	1 6	20th July, 1904, ..	R.W. 352797
" " " " " " " " " "	Cross-Channel traffic at varied rates, ..	2 6	"	"
<b>Carvee Traffic—</b>				
Carroll, Carrick, .. ..	Dublin Portor traffic, .. ..	1 6	7th July, 1904, ..	R.W. 352644
Roane, Carrick, .. ..	" " " " " " " " " "	"	"	"
Shahan, Carrick, .. ..	" " " " " " " " " "	"	"	"
W. M. Roane, Carrick, .. ..	Off traffic, Dublin and Carrick, in 6-ton trunks, under Q & A & V, Cross-Channel traffic, .. ..	1 6	7th November, 1904, ..	R.W. 34563
	Dublin traffic and Cross-Channel, ..	2 0	2nd May, 1904, ..	45179
	" " " " " " " " " "	2 0	1st July, 1904, ..	45662
<b>Excluded Traffic—</b>	—	—	—	—
<b>Channel Traffic—</b>				
L.N.D. Co., Glasgow, .. ..	Cross-Channel traffic at varied rates, ..	2 6	25th July, 1904, ..	R.W. 352967
Melroy & Co., Glasgow, .. ..	Dublin traffic, .. ..	1 6	14th April, 1904, ..	R.W. 338443
Deane O'Sullivan, Glasgow, .. ..	Steam and Timber at Dublin, ..	1 6	22d July, 1904, ..	R.W. 352676
O'Keefe & Co., Glasgow, .. ..	Dublin Portor traffic, .. ..	1 6	1st July, 1904, ..	R.W. 354791
M'Donnell, Glasgow, .. ..	" " " " " " " " " "	"	1st May, 1904, ..	"
R. P. Fisher & Sons, .. ..	" " " " " " " " " "	"	"	"
Wm. Cunningham, .. ..	" " " " " " " " " "	"	"	"
Barrie, James & Day, .. ..	" " " " " " " " " "	"	"	"
Wm. Tisdale, .. ..	" " " " " " " " " "	"	"	"
Boyle, Ryan & Co., .. ..	" " " " " " " " " "	"	"	"
A. Deane, .. ..	" " " " " " " " " "	"	"	"
Mrs. Anna Tobin & Co., .. ..	" " " " " " " " " "	"	"	"
J. J. Smith, .. ..	" " " " " " " " " "	"	"	"
Seymour Murphy, .. ..	" " " " " " " " " "	"	"	"
John Warren, .. ..	" " " " " " " " " "	"	"	"
Wm. O'Brien, .. ..	" " " " " " " " " "	"	"	"
J. White & Co., .. ..	" " " " " " " " " "	"	"	"
Mason, .. ..	" " " " " " " " " "	"	"	"
T. Clardy, .. ..	" " " " " " " " " "	"	"	"
Leeson, .. ..	" " " " " " " " " "	"	"	"
Pringle, .. ..	" " " " " " " " " "	"	"	"
Deane, .. ..	" " " " " " " " " "	"	"	"
O'Connor, .. ..	" " " " " " " " " "	"	"	"
Downey, .. ..	" " " " " " " " " "	"	"	"
Longmore, .. ..	" " " " " " " " " "	"	"	"
Wm. .. ..	" " " " " " " " " "	"	"	"
O'Donoghue, .. ..	" " " " " " " " " "	"	"	"
Hayes, .. ..	" " " " " " " " " "	"	"	"
Quinlan, .. ..	" " " " " " " " " "	"	"	"
Condon, .. ..	" " " " " " " " " "	"	"	"
Kerry, .. ..	" " " " " " " " " "	"	"	"
Wright, .. ..	" " " " " " " " " "	"	"	"
Waters, Glasgow, .. ..	" " " " " " " " " "	"	"	"
Barr, .. ..	" " " " " " " " " "	"	"	"



## APPENDIX No. 7.

TASMAN STEAMSHIP CO., headed in by Mr. A. E. NISSEN, Traffic Manager, Great Southern and Western Railway, during its examination on 9th December, 1908.  
(Statements handed in at previous examination are included in Volume V.)

## GREAT SOUTHERN AND WESTERN COMPANIES' TABLES—1.

I.

TABLE showing the cost of conveyance of Goods from Denmark compared with the cost from the railway stations at the principal places in the South of Ireland to Liverpool, Manchester, Birmingham, London, Leeds, and Sheffield.

The Rates from DENMARK are the cost from the Danish Ports shown at pages 173 and 175, Vol. IV., of the Report and Minutes of Evidence, with 8s. per ton for inland freight and charges. The 8s. is arrived at from an average of the charges on actual consignments from various towns to England. The percentage figures show the percentage by which the cost from Denmark exceeds the cost from Ireland.

In cases where the Great-Channel rate includes cartage in Ireland a deduction of the cost of same has been made.

To	Data from DENMARK on 1st July 1908	Data from Liverpool	Data from Manchester	Data from Birmingham	Data from Leeds	Data from London	Data from Sheffield	Data from Manchester	Data from Liverpool
	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton	Per Ton
LIVERPOOL. A to B	5. 6.	5. 6.	5. 6.	5. 6.	5. 6.	5. 6.	5. 6.	5. 6.	5. 6.
Excluding roads in excess by	44 6	40 0	35 0	30 0	25 0	20 0	15 0	10 0	5 0
Overcharges do	—	—	24 5	24 5	24 5	24 5	24 5	24 5	24 5
MANCHESTER. Carried in England.	44 6	44 6	44 6	44 6	44 6	44 6	44 6	44 6	44 6
Excluding roads in excess by	—	—	30 5	30 5	30 5	30 5	30 5	30 5	30 5
Overcharges do	—	—	44 6	44 6	44 6	44 6	44 6	44 6	44 6
BIRMINGHAM. Carried in England.	44 6	44 6	44 6	44 6	44 6	44 6	44 6	44 6	44 6
Excluding roads in excess by	—	—	35 5	35 5	35 5	35 5	35 5	35 5	35 5
Overcharges do	—	—	44 6	44 6	44 6	44 6	44 6	44 6	44 6
LONDON. Carried in England.	44 6	44 6	44 6	44 6	44 6	44 6	44 6	44 6	44 6
Excluding roads in excess by	—	—	40 5	40 5	40 5	40 5	40 5	40 5	40 5
Do do by	—	—	—	—	—	—	—	—	—
Overcharges roads in excess by	—	—	—	—	—	—	—	—	—
LEEDS. Carried in England.	44 6	44 6	44 6	44 6	44 6	44 6	44 6	44 6	44 6
Excluding roads in excess by	—	—	35 5	35 5	35 5	35 5	35 5	35 5	35 5
Overcharges roads in excess by	—	—	—	—	—	—	—	—	—
DO. Carried in England.	44 6	44 6	44 6	44 6	44 6	44 6	44 6	44 6	44 6
Excluding roads in excess by	—	—	35 5	35 5	35 5	35 5	35 5	35 5	35 5
Overcharges roads in excess by	—	—	—	—	—	—	—	—	—
DO. Carried in England.	44 6	44 6	44 6	44 6	44 6	44 6	44 6	44 6	44 6
Excluding roads in excess by	—	—	35 5	35 5	35 5	35 5	35 5	35 5	35 5
Overcharges roads in excess by	—	—	—	—	—	—	—	—	—
DO. Carried in England.	44 6	44 6	44 6	44 6	44 6	44 6	44 6	44 6	44 6
Excluding roads in excess by	—	—	35 5	35 5	35 5	35 5	35 5	35 5	35 5
Overcharges roads in excess by	—	—	—	—	—	—	—	—	—
DO. Carried in England.	44 6	44 6	44 6	44 6	44 6	44 6	44 6	44 6	44 6
Excluding roads in excess by	—	—	35 5	35 5	35 5	35 5	35 5	35 5	35 5
Overcharges roads in excess by	—	—	—	—	—	—	—	—	—

\* It is understood these amounts are calculated for the Danish Government.

† Includes cartage in the goods, but the rate by depot cartage is not shown.

‡ The rate for 1 ton less would be about 8s. 6d. less.



## GREAT NORTHERN AND WESTERN COMPANY'S TABLES—E.

## II.

Tariffs overhauling the cost of conveyance of Blazes in Balas from Denmark compared with the cost from the Railway Stations at the Principal Places in the South of Ireland to Manchester, Birmingham, London, Liverpool, Leeds, and Sheffield.

The Balas from Denmark are the Cost from the Danish Ports shown at pages 176 and 177 of the Report and Minutes of Evidence, Vol. IV., with 2s. per Ton for Inland Freight and Charges. The Percentage Figures show the Percentage by which the Cost from Denmark exceeds the Cost from Ireland.

To	Rate from DENMARK via Hamburg		Rate from DENMARK via Copenhagen		Rate from ENGLAND		Rate from IRELAND		Rate from COAST via Dublin		
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	
MANCHESTER Inland route is shown by Copenhagen do. do.	40	0	Carried in England	50	0	Carried in England	50	0	Carried in England	50	0
	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—
BIRMINGHAM Inland route is shown by Copenhagen do. do.	40	0	Carried in England	50	0	Carried in England	50	0	Carried in England	50	0
	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—
LONDON Inland route is shown by Copenhagen do. do.	40	0	Carried in England	50	0	Carried in England	50	0	Carried in England	50	0
	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—
LIVERPOOL Inland route is shown by Copenhagen do. do.	40	0	Carried in England	50	0	Carried in England	50	0	Carried in England	50	0
	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—
GLASGOW Inland route is shown by Copenhagen do. do.	40	0	Carried in England	50	0	Carried in England	50	0	Carried in England	50	0
	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—
SHREWSBURY Inland route is shown by Copenhagen do. do.	40	0	Carried in England	50	0	Carried in England	50	0	Carried in England	50	0
	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—

\* The rate for 4-ton lots would be about 2s. 1d. less.

† These are lower rates from Cork by direct steamer to Liverpool and London.

## GREAT SOUTHERN AND WESTERN COMPANY'S TABLES—3

## III.

COMPARISON of actual Rates paid on Great Southern and Western Railway with those shown as the Irish Rates in the Tables of the Department of Agriculture and Technical Instruction, contrasting Irish with Continental Rates.

## WHEAT.

MR MAGNUSSEN'S FURNACE 5-ton Lots			Actual Rates paid to Dublin, Cork, Waterford, and Limerick 5-ton Lots		
Distance, Miles.	Irish Rates		Distance, Miles.	Rate per Ton	Stations.
	Lowest Rate	Highest Rate			
	s. d.	s. d.	5	1 4	(Waterford and Kilmacow).
5	1 9	3 1	7	1 3	(Kingsbridge and Limerick)
			15	3 1	(North Wall and Limerick)
10	3 0	3 10	15	2 9	(Limerick and Croom)
			20	3 5	(Limerick and Rathfriland).
20	5 9	5 2	21	3 4	(Cork and Midway).
			21	3 9	(Waterford and Thomastown)
			25	4 9	(Waterford and Bonnet's Bridge)
			27	3 3	(Cork and Glendalough).
30	5 9	4 2	30	3 3	(Cork and Durtinstown).
			30	3 10	(Cork and Kilmacow).
			34	4 8	(Limerick and Rathfriland).
40	6 4	5 9	35	4 9	(Waterford and Cork) 50-ton Lots
			35	4 5	(Limerick and Cork) 50-ton Lots
			40	4 9	(Kingsbridge and Portlough)
			45	5 9	(Kingsbridge and Athy).
50	7 6	7 6	47	5 3	(North Wall and Portlough)
			48	5 9	(Cork and Croom, North Wall and Athy)
			50	5 9	(Kingsbridge and Maryboro')
			52	5 9	(Kingsbridge and Magway)
			55	5 9	(North Wall and Maryboro', North Wall and Magway, Kingsbridge and Galloway)
70	9 11	9 4	61	6 0	(North Wall and Galloway)
			62	6 0	(Limerick and Cork)
			65	6 0	(Kingsbridge and Clara)
			67	6 2	(Kingsbridge and Bagninestown)
			70	6 9	(North Wall and Clara)
			71	6 9	(North Wall and Bagninestown)
80	9 0	10 4	75	6 4	(Kingsbridge and Belmont)
			83	6 5	(North Wall and Belmont)
			84	6 9	(Cork and Tinsley).
90	11 2	11 10	90	9 11	(North Wall and Bonnet's Bridge)
			90	9 0	(Kingsbridge and Thomastown)
			90	9 11	(North Wall and Thomastown).
100	—	12 1	105	6 0	(Limerick and Clara; 50-Ton Lots, 2 days, 5-ton Lots)
115	—	12 3	105	7 0	(Limerick and Clara, 5-ton Lots)
117	—	14 10	115	9 0	(Kingsbridge and Cork)
120	12 8	12 9	120	9 4	(North Wall and Cork)
130	—	15 5			
150	13 6	17 0			

## GREAT SOUTHERN AND WESTERN COMPANY'S TABLES—4

## IV.

COMPARISON of actual Rates paid on Great Southern and Western Railway with those shown as Irish Rates in the Tables of the Department of Agriculture and Technical Instruction, contrasting Irish with Continental Rates.

## BARLEY.

MR. MACHNIST'S FIGURES. 5-ton Lots			Actual Rates paid to Dublin, Cork, and Waterford 5-ton Lots		
Distances, Miles	Irish Rates.		Distances, Miles	Rate per Ton	PLACES
	Lowest Rate	Highest Rate			
5	—	2 9	9	2 5	(Dunmoyrah and Cork)
			9	2 5	(Dunmoyrah and Waterford)
			11	2 8	(Quinnstown and Cork)
15	3 9	5 10	13	3 9	(Coblenz and Cork), 5-ton lots.
			14	3 9	(Coblenz and Waterford)
			15	3 9	(Dunmoyrah and Waterford)
			16	3 9	(Coblenz and Waterford)
20	3 0	4 6	13	3 7	(Wellington Bridge and Waterford)
			14	3 9	(Moyalty and Cork)
			15	3 9	(Quinnstown and Waterford)
			16	3 9	(Moyalty and Cork)
			17	3 9	(Dunmoyrah and Waterford)
25	—	5 9	18	3 9	(Ferry and Cork)
			19	4 0	(Sennett's Bridge and Waterford)
			20	4 0	(Newbridge and Kinsale)
			21	4 0	(Dunmoyrah and Cork)
			22	4 0	(Newbridge and Cork), 30-ton lots.
30	4 9	6 3	23	3 8	(Dunmoyrah and Cork)
			24	3 9	(Dunmoyrah and Waterford)
			25	3 9	(Dunmoyrah and Waterford)
			26	3 9	(Dunmoyrah and Waterford)
			27	3 9	(Dunmoyrah and Waterford)
			28	3 9	(Dunmoyrah and Waterford)
			29	3 9	(Dunmoyrah and Waterford)
40	—	7 8	42	4 9	(Portlough and Kinsale)
			43	5 9	(Athy and Kinsale)
			44	5 9	(Kinsale and Waterford)
50	5 8	9 3	51	5 9	(Moyalty and Kinsale)
			52	5 9	(Moyalty and Kinsale)
60	5 0	7 10	54	6 10	(Dunmoyrah and Cork)
			55	6 9	(Dunmoyrah and Kinsale)
			56	6 9	(Dunmoyrah and Kinsale)
			57	6 9	(Dunmoyrah and Kinsale)
			58	6 9	(Dunmoyrah and Kinsale)
			59	6 9	(Dunmoyrah and Kinsale)
70	—	8 4	60	7 8	(Moyalty and Kinsale)
			61	7 8	(Moyalty and Kinsale)
			62	7 8	(Moyalty and Kinsale)
			63	7 8	(Moyalty and Kinsale)
			64	7 8	(Moyalty and Kinsale)
80	8 9	10 4	75	7 9	(Glenn and Kinsale)
			76	7 11	(Glenn and Kinsale)
			77	8 0	(Cork and Cork)
			78	8 0	(Glenn and Kinsale)
90	10 3	11 10	87	7 9	(Glenn and Kinsale)
			88	8 0	(Glenn and Kinsale)
			89	8 0	(Glenn and Kinsale)
			90	8 0	(Glenn and Kinsale)
100	—	12 1	104	8 9	(Dunmoyrah and Cork)
			105	8 9	(Dunmoyrah and Cork)
120	—	13 3	125	8 9	(Dunmoyrah and Cork), 12 tons
			126	8 9	(Dunmoyrah and Cork)
			127	8 9	(Dunmoyrah and Cork)
140	—	15 9	144	8 8	(Dunmoyrah and Cork)
			145	8 8	(Dunmoyrah and Cork)
160	—	18 6	164	12 9	(Dunmoyrah and Cork)
			165	12 9	(Dunmoyrah and Cork)

## GREAT SOUTHERN AND WESTERN COMPANY'S TABLES—6.

## V.

COMPARISON of actual Rates paid on Great Southern and Western Railway with those shown as the Irish Rates in the Tables of the Department of Agriculture and Technical Instruction, contrasting Irish with Continental Rates.

## INDIAN CORN.

MR. MACFULTY'S FIGURES. 5-ton Lots.			Actual Rates paid with Dublin, Cork, Waterford, and Limerick. 4-ton Lots.		
Distance Miles.	Irish Rates.		Distance Miles.	Rate per Ton.	Stations.
	Lowest Rate.	Highest Rate.			
5	1 0	2 0	7	2 2	(Kingsbridge and Lanes)
			9	1 5	(Dublin and Port, Truck Loads)
			9	1 3	(Dublin and Port, Full, 2/3rd Carga.)
			12	3 1	(North Wall and Lanes)
12	2 5	3 10	15	3 0	(Waterford and Carrick).
20	3 0	4 0	21	3 0	(Waterford and Thomastown)
			21	3 0	(Cork and Malin)
25	4 0	5 0	26	4 1	(Waterford and Rosetta Bridge).
			25	3 1	(Limerick and Ennis, in 48-ton lots).
			27	3 5	(Cork and Glendalough).
30	4 0	5 5	26	3 5	(Cork and Gortlawanagh).
			29	3 10	(Cork and Ballinacorney).
			31	4 10	(Waterford and Kilsenny)
			34	4 0	(Limerick and Ballinacorney).
40	5 0	6 5	39	4 0	(Waterford and Cahill 40-ton Lots).
			42	4 5	(Kingsbridge and Portlough).
			42	3 5	(Kingsbridge and Aghy)
50	6 4	7 5	47	5 3	(North Wall and Portlough)
			52	5 5	(Cork and Green, North Wall and Aghy)
			51	5 0	(Limerick and Ballinacorney)
			52	5 0	(Kingsbridge and Maryboro')
54	7 0	8 5	53	5 0	(Kingsbridge and Magsary)
			55	5 0	(North Wall and Maryboro' / North Wall and Magsary / Kingsbridge and Curlew).
70	8 10	9 5	61	6 0	(North Wall and Curlew)
			62	6 0	(Limerick and Cork)
			63	6 5	(Kingsbridge and Aghy)
			70	6 5	(North Wall and Aghy)
84	9 0	10 5	78	7 5	(Kingsbridge and Ballinacorney)
			83	8 5	(North Wall and Ballinacorney)

There is no regular traffic beyond 83 miles.

## GREAT SOUTHERN AND WESTERN COMPANY'S TABLES—6

## VI.

SUMMARY of Live Stock claims paid by the Great Southern and Western Railway Company during the five years 1903 to 1907, inclusive.

Year	£	Year	£
1903	176	1906	301
1904	213	1907	340
1905	212	Total payments for the five years	1,250

Giving an average of £150 per annum.

## TABLE V.

## VII.

LIST of RATES quoted by Witnesses which are lower than the actual Rates charged on the Great Southern and Western Railway.

Question No	Rate Quoted		Should be	
			Per Ton	Per Ton.
3279	Green, Midlow and Limerick		5 4	7 4
3305	Live Stock, Dungannon and Waterford, truck.		19 0	19 2
7337	Mallow, Dublin and Corke, 8-ton loads.		12 6	14 3
	Do do, Kinsale, do.		12 4	14 0
	Do do, Rosbeg, do.		10 3	13 9
	Do do, Ennis, do.		9 0	11 0
	Do do, Glenties, do.		7 6	11 8
	Do do, Ardara, do.		8 3	11 5
	Do do, Sligo, do.		8 3	11 5
7360-1	Do do, Limerick, do.		8 3	9 0
	Do do, Tralee, do.		8 3	13 4
	Do do, Athlone, do.		8 3	9 3
	Do Limerick and Athlone, do.		3 10	5 3
834	Rosbeg, Northampton and Ennis.		87 9	92 0
835	Potatoes, Belfast and Rosbeg.		18 6	19 10 any quantity.
12383	Potatoes, Drogheda and Waterford, truck.		3 2	3 4
Para 15, Vol 2	Dublin, Drogheda and Glenties.		32 6	34 7 via Dublin.
34739	Agricultural Seeds, Drogheda Junction and Tralee, Owner's Risk.		30 0	30 0 via Cork.
34909	Drapery, Manchester and Tralee.		30 0	30 0 via Dublin.
3537-5	Rags, Cork and Newport, O.R.		34 2	36 3 via Rago or Westport.
	Do Limerick with Cork and Newport, O.R.		30 0	
	Do do do, O.R.		30 0	
	Do Limerick and Cork; correct rate.			130 0 O.R.
	Do Limerick and Newport, correct rate.			142 0 O.R.
App 15, Vol 2.	Agricultural Seeds, Drogheda Junction and Limerick, O.R.		20 8	22 0 O.R. No O.R. rate.
	Do do, Glenties and Waterford, O.R.		31 5	30 7 via Dublin.
	Do do, do, Cork, O.R.		21 5	21 3 do
App 20, Vol 2.	Feeding Stuffs, Dublin and Rathfriland, 8-ton loads.		12 3	11 8
36720	Butter, Limerick and Dublin.		18 6	16 0 R.R.
40271.	Ories, Maryborough and Dublin, via Rossmore and Grand Canal.		5 7	6 10
	Flour, same route.		5 7	6 10
40309	Tea, Cork and Dublin, via Rossmore and Dublin.		30 0	33 6
41311	Potatoes (small lots), Limerick and Glenties.		7 5	8 4
41317	Hides, Tralee and Cork, wagon loads.		7 3	7 5 Class 2.
42552	Figs, Tralee and Manchester.		8 5	12 6 8-ton loads.
42553	Figs, Tralee and Manchester.		15 10	16 10
42554	Port, Tralee and Manchester.		65 0	66 0 dead.
42555	Cement, Drogheda and Tralee, 8 tons.		7 10	5 5
42556	Bar Iron and Cast-iron, Drogheda and Tralee, 8 tons.		7 5	9 10 G.
42557	Grain, Tralee and North Wall.		7 5	7 7 8 tons.
Vol 3, page 14	Woolen, Nurem and Killybeg.		47 5	47 8
Do.	Do, Manchester and Tralee, via Dublin.		33 8	37 6
37389	Coke, Drogheda and Cork.		13 3	13 3
	Seven Cobs in truck, Drogheda and Cork.		21 8	21 8
37392	Calves, Kinsale and Cork, truck.		24 8	24 8
37393	Do. Mallow and Cork, truck.		21 3	15 2

## GREAT SOUTHERN AND WESTERN COMPANY'S TABLES.

## VIII.

EXCEPTIONS to the General Railway Classification of Goods specially applicable to the Great Southern and Western Railway.

Description.	Arrangement																				
Butter in skillets, casks, kegs and larded boxes, containing up to 50 lbs.  Not to apply to margarine or similar tradeable substances, according to classification, as butter.	<p>The actual weight of butter, or the gross weight of each consignment, is to be charged, instead of the 3 cwt. British Scale in classification, with the following rates per consignment:—</p> <table><tr><th></th><th>Up to 100 cwt.</th><th>Over 100 cwt.</th><th>When the butter is for Cash market, the following additional charges to be made to cover delivery and cooperation fee:—</th></tr><tr><th></th><th>Per Consignment.</th><th>Per Consignment.</th><th>Per Package.</th></tr><tr><td>Larded boxes containing up to 25 lbs. of butter, not exceeding 30 lbs. gross weight.</td><td>3d.</td><td>—</td><td>1d.</td></tr><tr><td>Casks, kegs and larded boxes, containing over 25 and up to 30 lbs. of butter, and not exceeding 30 lbs. gross weight.</td><td>3d.</td><td>1d.</td><td>1d.</td></tr><tr><td>Larded boxes and skillets containing over 30 and up to 40 lbs. of butter, and not exceeding 30 lbs. gross weight.</td><td>6d.</td><td>1s.</td><td>2d.</td></tr></table>		Up to 100 cwt.	Over 100 cwt.	When the butter is for Cash market, the following additional charges to be made to cover delivery and cooperation fee:—		Per Consignment.	Per Consignment.	Per Package.	Larded boxes containing up to 25 lbs. of butter, not exceeding 30 lbs. gross weight.	3d.	—	1d.	Casks, kegs and larded boxes, containing over 25 and up to 30 lbs. of butter, and not exceeding 30 lbs. gross weight.	3d.	1d.	1d.	Larded boxes and skillets containing over 30 and up to 40 lbs. of butter, and not exceeding 30 lbs. gross weight.	6d.	1s.	2d.
	Up to 100 cwt.	Over 100 cwt.	When the butter is for Cash market, the following additional charges to be made to cover delivery and cooperation fee:—																		
	Per Consignment.	Per Consignment.	Per Package.																		
Larded boxes containing up to 25 lbs. of butter, not exceeding 30 lbs. gross weight.	3d.	—	1d.																		
Casks, kegs and larded boxes, containing over 25 and up to 30 lbs. of butter, and not exceeding 30 lbs. gross weight.	3d.	1d.	1d.																		
Larded boxes and skillets containing over 30 and up to 40 lbs. of butter, and not exceeding 30 lbs. gross weight.	6d.	1s.	2d.																		
	Butter otherwise packed to be subject to Classification and British Scale.																				
Cork, coach, and carriage wheels.	Instead of applying the classification rates, common cart wheels are to be charged at Class 2 rates and coach or carriage wheels at Class 3 1/2 rates.																				
Chop.	A mixture of corn, hay, &c. for feeding horses. This is to be charged at C Class rates, and at the 4-ton load rates for grain as per classification, when sent in 4-ton loads at owner's risk and labour.																				
Distillers' cake or waste, as Class C.	To be charged B Class rates.																				
Firwood and other sound timber (Class C).	<p>Firwood and poplar timber not exceeding 10 inches in average diameter, at owner's risk, and subject of loading and unloading, is to be charged at A Class 4-ton load rates, and round timber, after that portion, at the B Class 4-ton load rates—the maximum of 6 tons not to be exceeded, but the timber is to be loaded to their utmost capacity consistent with safe treatment and actual weight charged for.</p> <p>Measurement weight is not to be applied.</p>																				
Fuel more than, hydrocarbon or steam, semi-purified, from Manchester and Lancashire to all D, R, and W stations, and from Dublin and Castleknock to Cork.	The B 4-ton load rates to apply to the traffic in 4-ton lots and upwards, O.R., L. & U., and the B 4-ton load rates to 4-ton lots, O.R.																				
Tumblers, common glass.	To be charged Class 1 rates.																				

## TEMPORARY ARRANGEMENTS.

Between.	Description of Traffic.	Rate.	Date of Termination.
All G. S. and W. Station Stations.	Turpentine and glycerine oil in casks, 4-ton loads, O.R., L. & U.	Class C rates, plus 20 per cent.	31. 3. 08.
Athy and all G. S. & W. Stations.	Rough hand baskets in bundles, not packed for export, O.R.	Class 2 rates.	30. 3. 09.

## GREAT SOUTHERN AND WESTERN COMPANY'S TABLES.

## IX.

EXTRACTS from Abstract of Mr. NEALE's evidence not dealt with during his examination and which contain a portion of the Company's rebutting case

Question Number.	SUBJECT OF COMPLAINT.	GREAT SOUTHERN AND WESTERN COMPANY'S REPLY.
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EVIDENCE of Mr. JAMES DOOLEY, representing the Kilkenny County Council.

10225-6. Witness complained of the train connections between New Ross and Kilkenny.

The route from New Ross to Kilkenny is a cross-country one, and the connections are as good as can be made, bearing in mind that the train service on the Dublin and South Eastern Company's portion of the line, viz.—from Palace East to New Ross, is dependent upon their main line service to Waterford, and that on the Great Southern and Western Company's Ballywilliam branch dependent upon that company's main line service to Cork and Waterford.

Until 1st October, 1906, the line from Ballywilliam to Palace East belonged to the Dublin and South Eastern Company, and the connections were then much worse than they are now. To enable better connections to be made the Great Southern and Western Company took over this piece of the line from the Dublin and South Eastern Company, so that they could work all the way to Palace East, instead of stopping at Ballywilliam.

The traffic on that particular branch of railway is very small indeed, and does not pay for the cost of working it.

EVIDENCE of Mr. P. J. KENNEDY, B.A., T.C., for Corporation of Kilkenny.

10307-9. Witness, as did Mr. Fennerty, remarked on the Clonmel and Kilkenny rates with Waterford, the rate for tea, Waterford and Clonmel, being given as 10s. 6d.; and between Waterford and Kilkenny 12s. 2d. per ton.

The Clonmel rate is station to station, while the Kilkenny rates include collection. If the collection in Waterford is taken into account, the rates are proportionate.

10308. Witness stated that the only grievance relating to Kilkenny station he heard suggested was, in the corn-buying time, buyers sometimes do not get sufficient wagon accommodation at Kilkenny, and have to wait for days before they can get their corn off.

It is not true that Kilkenny traders have to wait some days for wagons. During the corn season, which lasts about four weeks, there is an exceptional demand for wagons, but it rarely happens that people have to wait more than a day, and only a very occasional one at that.

10406. Witness referred to the rate for coal, Kilkenny to Dublin, which he stated is the same as from Waterford to Dublin.

The rates for coal from Kilkenny and Waterford to Dublin are as under:—

	4-ton Truck Loads per Ton.
	s. d.
Kilkenny to Kingsbridge, . . .	6 2
" North Wall, . . .	6 7
Waterford to Kingsbridge, . . .	7 3

There is also a rate of 2s. 6d. from Kilkenny to Kingsbridge and North Wall for 300 ton lots conveyed in two days.

The coal rate between Waterford and Dublin is purely a paper figure, and little or no traffic passes between the points.

EVIDENCE of Mr. W. T. GREEN, President, Incorporated Chamber of Commerce, Cork, and a Harbour Commissioner of Cork.

10392. Witness instanced what he alleged are unfair rates for flour, viz.—between Liverpool and Fermoy, 15s. 6d. per ton; Cork and Fermoy, 4s. 5d. per ton; Liverpool and Charleville, 15s. 10d. per ton; Cork and Charleville, 5s. per ton, as evidencing the increasing influence of English companies in Irish railway affairs, and the resulting unreasonable and unfair proportion in favour of through rates as against local rates.

The figures given, instead of proving the case he seeks to make, entirely disprove it. The rate of 15s. 6d. for flour, Liverpool to Fermoy, is more than it would cost to send the traffic at local rates, so that the use of the through rate would be a disadvantage. The rate from Liverpool to Cork, exclusive of dues, is 7s. 6d. per ton; the dues amount to 1s., cartage to 1s., and the rate, Cork to Fermoy, 5s. 2d. per ton (if 6-ton loads, making a total of 13s. 8d., or 14s. 3d. in smaller lots, so that there is no advantage, but on the contrary, a loss of 2s. 10d., or 2s. 1d. per ton by sending at through rates. \*

## GREAT SOUTHERN AND WESTERN COMPANY.—EXTRACTS FROM MR. NEALE'S Abstract of Evidence.—continued.

Question Number	SUBJECT OF COMPLAINT.	GREAT SOUTHERN AND WESTERN COMPANY'S REPLY.
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## EVIDENCE OF MR. W. T. GIBBS, Clerk.—continued.

19619. Witness referred to a small mill at Croon which an enterprising Limerick trader had recently taken up, asking some chance of working it successfully. To do so he would have to draw supplies from Cork. The railway rate for wheat from Cork to Limerick, passing Croon on the way, is 9s. per ton in 50-ton lots. A rate of 4s. or 4s. 6d. per ton from Cork to Croon was asked for, but the company would not grant a lower rate than 5s. 6d. per ton.

Similarly as regards the rate of 15s. 10d. per ton, Liverpool to Charleville. The local sea rate to Cork is 7s. 6d.; dues and charges amount to 2s., and the local rate to Charleville 6s. 3d., making a total of 15s. 9d. per ton, so that no inducement is offered shippers to avail of the through rates.

To quote these figures as evidencing the increasing influence of English companies in Irish affairs shows that witness has not given the matter much consideration. In any case the competing company is an Irish and not an English one.

The rate for corn from Cork to Limerick is 6s. per ton in 5-ton loads.

The distance from Cork to Croon is 50 miles.

The Limerick rate is competitive with the sea, and we were therefore unable to make that rate the basis for the rates to intermediate stations. If we did so it would be unfair to merchants in Limerick, where imported corn is also sold.

The rate of 5s. 6d. per ton for 5-ton lots offered the Limerick trader referred to is the usual rate for the distance as applied to other points on the system, and as we are bound to give equal rates for equal distances in like circumstances, we were not in a position to go below this figure.

## EVIDENCE OF MR. ST. JOHN H. DONOVAN, General Merchant, Tralee, Member of the Kerry County Council, Tralee Harbour Board, and Tralee District Council, &amp;c.

22993. Witness complained of the train service between Tralee and Killybeg. If a person wants to go to Killybeg on business for an hour or two he can get away in the afternoon at 3.20, and be in Killybeg at 4.15. If he has a couple of hours' business to do there he cannot arrive back in Tralee until 10.20 p.m.

There are six trains in the day from Tralee to Killybeg, and four back from Killybeg to Tralee, by which passengers can travel. A passenger from Tralee can arrive in Killybeg at—

	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
	7.27	11.22	2.27	4.3	6.27	9.32
And return at	10.31	12.3	3.18			
Reaching Tralee at		11.22	12.48	4.15		10.30

We think this service fairly meets business requirements.

22997-42. Witness was re-examined regarding the tourist facilities given to Killybeg, which he complained do not apply to Tralee. He said he spoke more for Tralee, because the County Council meet there, and it is with regard to Tralee that they want to get the special fares outside.

The cost of a first-class week-end ticket from Dublin to Killybeg is 21s. (during summer); 32s. 6d. (in winter). Week-end tickets to Dublin are issued from Tralee at 40s. 6d. first class. The cost of an ordinary return first-class ticket to Dublin from Killybeg is 54s. 3d., and from Tralee 60s. With the exception of the 21s., the fares are proportionate. What the witness wants apparently is that we should carry people every day from Tralee to Dublin when they go on business at the figures we charge for week-end tickets from Dublin to Killybeg, which are remarkably low to keep people who are bent on pleasure. That we do not consider reasonable.

## EVIDENCE OF MR. JAMES M'DONOVAN, representing the Galway County Council, Town District Council, and Tuam

24918. Witness complained of slow service for goods between Galway and Tuam, and stated he has known instances where goods have taken three days to come from Galway to Tuam.

The ordinary goods train service from Galway to Tuam is one day. If instances have arisen in which the journey has occupied three days, it has been owing to some error, and such errors are very exceptional.

24919. Witness stated that on fair days cattle are considerably delayed on the approach road to the station at Tuam owing to the existing arrangements. There are two companies competing for Meath, Kildare, and cross-Channel traffic. At present the Midland Company lend

There are two large fairs held at Tuam during the year, the larger being held in October, when from 500 to 600 wagons of stock are dealt with in two succeeding days. It so happens that a number of the largest fairs in the South occur in the same week, and we would be unable to deal with the traffic on the date



## GREAT SOUTHERN AND WESTERN COMPANY.—EXTRACTS FROM MR. NEALE'S ABSTRACT OF EVIDENCE—continued.

System Served	SUBJECT OF COMPLAINT.	GREAT SOUTHERN AND WESTERN COMPANY'S REPLY.
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## EVIDENCE OF MR. JAMES McDONNELL, Train—continued.

the Great Southern and Western Company wagons to work off stock offering for the Midland route. The wagons in these cases cause endless trouble to senders of stock, as it very often happens that when cattle are at the cattle-pass gate for loading, the Midland wagons are not in a position for loading, and senders are compelled to send their stock by the Great Southern and Western route. To prevent such occurrences, witness considered that the Great Southern Company should provide sufficient wagons to carry traffic over all routes.

It occurred were it not for the assistance given by the Midland Great Western Company. The rolling stock lent by the Midland Company would naturally be used, as far as possible, for their own stations, so as to avoid payment of the usual mileage charges; and the detention on the approach road referred to, which is supposed to arise, because of one or other company's vehicles being required at the moment, does not really arise from that cause, but from the fact that 500 to 600 empty wagons have to be stabled at other stations, and brought in over a single line according as it is possible to do so. This company only acquired Tuxton station on amalgamation in 1901. Since then we have spent £1,600 in putting in additional back and siding accommodation there.

There can be no question but that the business of dealing with Tuxton falls is performed in an immeasurably better manner than it was done by the late Waterford, Limerick, and Western Company before amalgamation.

## EVIDENCE OF MR. J. J. COUGHLIN, of the firm of Coughlin Brothers, Cattle Traders, Killybegny.

2775. Witness complained of delay to cattle sent by special train from Killybegny to Straffan, and stated he had complained to the Great Southern and Western Company of it in writing, but got no reply. He further added that he could get very little satisfaction for his complaints. He got an acknowledgment of the letters, but that was all.

In this case the witness did not complain to the Great Southern and Western Company until after he had given his evidence, as his letter, which can be produced, although dated 11th October, 1907, was only posted on the 12th (as the envelope will show), the letter being the date on which he gave his evidence before the Commission. Furthermore, the letter was not received until the morning of the 14th, which would go to show that it was only posted late on the evening of the 12th (Saturday).

This is a scarcely fair criticism to complain of not getting a reply to a letter which had not been posted, or probably had not been written.

With regard to the running of the special train referred to, it is admitted that the running was bad. The hour selected for the departure of the special was an unsuitable one, as it put the special behind the goods trains when it arrived at Mallow. It is one of the cases that will occasionally arise, but which are very exceptional.

## EVIDENCE OF MR. W. J. O'SULLIVAN, President of the Cork and South of Ireland Commercial Travellers' Association.

2810. Witness stated that passengers travelling from Clonmel to Cork by the 2.30 train as Waterford reach Limerick Junction at 4.45, but have to wait 1½ hours at latter place before they can get a train to Cork. There is a train leaving Dublin at 12.30 which would suit if it ran through to Mallow, but it stops short at Limerick Junction.

It is the case that a passenger from Clonmel to Cork by the train referred to meets with a delay of 1½ hours at Limerick Junction. The train leaving Dublin at 12.30 does run to Cork during the summer months of July, August, and September, but there is no load for it in the other months.

A passenger from Clonmel to Cork has the choice of three other trains as under:

Clonmel.	Cork.
Dep.	Arr.
7.50 a.m.	10.45 a.m.
11.12 a.m.	2.15 p.m.
7.58 p.m.	11.30 p.m.

These give three good connections in the day, with the addition of the train referred to by the witness, which leaves Clonmel at 3.40 p.m., and arrives at Cork 6.30 p.m., notwithstanding the unavoidable delay at Limerick Junction.

The number of passengers travelling between Clonmel and Cork is very small, and the existing service reasonably meets the requirements. Cattle passengers would use the same trains.

**GREAT SOUTHERN AND WESTERN COMPANY.—EXTRACTS FROM MR. NEALE'S Abstract of Evidence—continued.**

Witness  
Quarrier.

SUBJECT OF COMPLAINT.

GREAT SOUTHERN AND WESTERN COMPANY'S REPLY.

EVIDENCE OF MR. W. J. O'SULLIVAN, Cork—continued.

31426. Another case he instanced is that of passengers in Cork wanting to go on to the Waterford and Limerick section. The trains are often late, and when they arrive at Limerick Junction the train which forms the connection is often gone. Taking the train that runs in connection with the 7.30 a.m. from Cork, the Cork train is due to arrive at Limerick Junction at 9.9, and the train for Cobh, Clonmel, and Carrick-on-Quay, supposed to leave at 9.30, but occasionally the Cork train is 20 or 25 minutes late, and misses the connection, with the result that passengers for Cobh, Clonmel, and Carrick have to wait three hours at Limerick Junction.

This is not a correct statement. I have taken particulars of the running of the trains for three months ended 31st December last, and found that the connection was only missed on one occasion, 24th December, on which date a goods train got derailed at Rathpease, blocking both lines, owing to the breaking of a coupling which was flawed. The connection is maintained, except accidents such as this arise.

31431. Witness referred to the system in force on the Great Southern and Western Railway of charging £20 per annum for a pass for commercial travellers' luggage, and considered that if the company issued weekly passes for the luggage, or charged for it as other companies do, it would be an advantage both for the company and for the commercial traveller.

In issuing passes for commercial travellers' luggage up to 32 cwt. over the entire system of 1,121 miles at a cost of £20 per annum, the Company is giving travellers a concession which many of the other railways in the kingdom do not give. We cannot make arrangements to suit the circumstances of every traveller. When there is no contract taken the luggage would be charged at the usual scale for commercial travellers' luggage.

EVIDENCE OF MR. PATRICK KIBBY, Poultoner, Carrick-on-Quay, County Tipperary.

32597. Witness referred to a rate of 17s. 6d. per wagon for live turkeys, which he stated he was charged for distances of 12, 20, and even 5 miles, and considered it a great impost to be charged 17s. 6d. for the few miles from Fethard, and that 7s. 6d. would be quite sufficient.

Witness has not correctly stated the rate for live turkeys in wagons. The company are not bound to carry turkeys loose in this way, but we have done so to convenience the traders in this district. The rate for six miles, instead of being 17s. 6d., as stated by witness, is only 8s. 6d. by passenger train service.

EVIDENCE OF MR. P. CAGNAN, Fish Exporter, Carrick-on-Quay.

30800. Witness complained of the irregularity of the train service in his district, particularly on the Waterford and Limerick line. He said it was very bad, and that it was a rare thing to find a train in up to time within 10, 15, or 20 minutes.

This is distinctly denied, and cannot be proved.

EVIDENCE OF MR. P. J. DOWLING, C.M., Lecturer of the Department of Agriculture and Technical Instruction.

41106. Witness referred to Cork being supplied with fish from Grimsby, and suggested that it is because of some want of facilities on the part of the Irish railways.

The rates for coarse fish from Grimsby to Cork are 3s. 6d. per cwt. G.R., and 4s. 1½d. per cwt. D.R. via Rosslare Harbour or Dublin. The rates for mackerel from Kinsale to English centres are as under:—

41106-7. He stated that there were a lot of facilities besides the mere question of rates. Although the rate might be low, there would be no fish train running at the time the fish were caught, and there would be boats waiting in Kinsale Harbour.

	Per cwt.	Per cwt.
	s. d.	s. d.
Manchester,	3 3 D.R.	4 5 C.R.
Birmingham,	3 9 D.R.	5 3 C.R.
London,	4 3 D.R.	5 11 C.R.

The rates from the fishing centres in Ireland to Cork are only a fraction of these figures.

The facilities for the transport of fish from the South of Ireland are all that the railways can make them.

Witness wants to blame the Irish companies for the fact that fish is sent from Grimsby to Cork, but is unable to prove that we have failed in anything.

## GREAT SOUTHERN AND WESTERN COMPANY.—EXTRACTS FROM MR. NEALE'S Abstract of Evidence—continued

Complainant's Name.	SUBJECT OF COMPLAINT.	GREAT SOUTHERN AND WESTERN COMPANY'S REPLY.
<b>EVIDENCE of Mr. B. E. SHEPHERD, C.E., Limerick.</b>		
41482.	Witness stated that there is a delay of practically three-quarters of an hour at Ballysheehy when travelling by what he calls the "night mail" from Dublin (to Limerick), and attributed it to the Great Southern and Western Company favouring the Rosslare route. Previously passengers travelled on to Limerick Junction and got a connection (to Limerick) there.	<p>The delay referred to occurs in connection with the 4.15 p.m. train from Dublin, and it existed before the Rosslare route opened.</p> <p>The reason for not running a connection via Limerick Junction as well as via Nenagh is that connections are not required by the two routes, and a passenger gets to Limerick only twenty minutes later than formerly, while by altering the running of the train from Limerick Junction to an earlier hour we are able to make an enormous improvement in the service from Waterford to Limerick.</p>
41486.	Witness stated that on the Great Southern and Western Railway the number of servants has been considerably reduced on all the platforms. In Limerick, for example, he considers that the staff has been reduced to between a half and a third, and on Saturday evening you have to go up the platform to look for men to carry your traps.	<p>Witness's statement as to the reduction of staff is not in accordance with the facts. The Limerick passenger staff for dealing with luggage, which he says has been reduced to between one-half and one-third, is practically the same as it was six or seven years ago.</p>
41488.	Witness stated that the effects of the amalgamation and the opening of the Rosslare route have been disadvantageous to his part of the country, and that the delay at Ballysheehy referred to (Q. 41482) proves this.	<p>This statement is untrue, and the substance which witness quotes as proving it shows that his evidence should have very little weight.</p>
41535.	Witness stated it was his belief that the general convenience of the public on the Great Southern and Western Railway is made to yield to the special circumstances of the Rosslare route. "They are," he said, "diverting the traffic and the time to suit the Rosslare system; they upset their time-tables in the middle of the month when the Rosslare line started to suit the Rosslare runnings."	<p>Witness must know little about railway working when he can have the idea that a new service giving connections for the whole of the South of Ireland could be run without some alteration in the time-tables. The suggestion that the general convenience of the public is made to yield to the Rosslare route has no foundation in fact. The Rosslare route gets the amount of preference which is usually given to express trains, whether to or from Dublin, Rosslare, or any other point, and no more. It must be borne in mind that the trains not alone serve the Rosslare steamers, but carry passengers also to and from Waterford, Cork, and Limerick, and all the principal towns on the route.</p>
<b>EVIDENCE of Mr. W. B. HOGAN, Solicitor, Cork, representing Cork County Council, Cork Corporation, Cork Harbour Commissioners, Youghal Urban Council, Queenstown Urban Council, etc.</b>		
41586.	etc. This witness advocated the construction of a railway between Cappagh and Youghal, principally in the interests of Queenstown and the American mails. He understood that it would cost about £200,000, and considered such a line would shorten the existing route between Queenstown and Rosslare by about 51 miles, representing about an hour in the time occupied on the journey.	<p>The cost of making such a line would, according to witness's own figures, be about £200,000. I have been over the route, and there is no prospect of its getting traffic which would have any reasonable relation to the cost of working the line independent of the cost of construction.</p> <p>The saving in time which would be effected by the construction of such a line would not be as much as witness represents. The difference in distance between Cork and Cappagh by the two routes would be only about twenty miles, and the saving in time would not be more than half an hour. To spend £200,000 for this would be sheer waste of money.</p>
<b>EVIDENCE of Mr. PERCY LAWRENCE, of Newtownsherry, representing that town and district.</b>		
42501.	Witness referred to powers of the Dublin and South Eastern Company, which have expired, to construct a railway line from Skilleagh to Newtownsherry, and stated that at a meeting held in Newtownsherry recently it was considered that an extension from Tallow on the Great Southern and Western would be better for the district. About ten years ago a negotiation waited on the Great Southern and Western Company in the matter, and that company surveyed the place; but it was rumoured afterwards that a compromise had been made between the two railway companies (the Great Southern Company obtaining some small concessions at Prince East station), and the Great Southern did not proceed with the scheme.	<p>There was no such compromise as stated.</p>

## WEST CLARE COMPANY'S TABLES.

## APPENDIX No. 8.

DOCUMENTS furnished by Mr. W. BARRINGTON, M.Inst.C.E., Engineer, witness for the West Clare Company who was examined on the 16th December, 1908.

## I.

## Reply to Question 55684.

The following light railways were guaranteed by the Grand Jurors prior to summer, 1885, and passed by the Privy Council, but were never constructed:—

\* Aresagh and Keady.

\* Kesh and Killee.  
Woodlawn and Mountbellew.

\* West Kerry.

Shillagh and Newtownbarry.  
Newtownbarry and Naaswallow.

\* Lines in substitution for the three marked with an asterisk have since been constructed by other companies, and are different lines.

## II.

STATEMENT showing the Proportion of Local and Foreign Traffic carried over the West and South Clare Railways during the year ended 31st October, 1908.

Description of Traffic.	Numbers and Weight, &c.						Gross Receipts.					
	Half-year ended April, 1908.		Half-year ended October, 1908.		Total for the year to October, 1908.		Half-year ended April, 1908.		Half-year ended October, 1908.		Total for the year to October, 1908.	
	No., &c.	Per cent.	No., &c.	Per cent.	No., &c.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
<b>Passenger —</b>												
Local, W. & S.C., Nos.	30,244	91.66	30,816	74.75	61,060	76.72	£ 3,875	81.45	£ 3,355	62.08	£ 7,230	71.45
Foreign, via Ennis, „	4,581	9.32	17,031	20.45	21,612	27.14	601	20.04	3,506	94.55	3,405	30.37
Foreign, via Cappa, „	—	—	5,714	6.42	5,714	7.11	—	—	167	0.67	167	1.48
<b>Total, „</b>	<b>34,825</b>	<b>100.00</b>	<b>53,561</b>	<b>100.00</b>	<b>88,437</b>	<b>100.00</b>	<b>4,476</b>	<b>100.00</b>	<b>7,028</b>	<b>100.00</b>	<b>10,792</b>	<b>100.00</b>
<b>Freight and Miscellaneous —</b>												
Local, W. & S.C., Nos.	3,755	28.77	2,704	45.06	6,459	26.48	137	45.15	518	49.42	395	47.84
Foreign, via Ennis, „	4,466	75.23	5,560	50.06	10,026	64.55	163	56.05	202	30.58	345	32.41
Foreign, via Cappa, „	—	—	—	—	—	—	—	—	—	—	—	—
<b>Total, „</b>	<b>8,221</b>	<b>100.00</b>	<b>8,264</b>	<b>100.00</b>	<b>16,585</b>	<b>100.00</b>	<b>300</b>	<b>100.00</b>	<b>720</b>	<b>100.00</b>	<b>740</b>	<b>100.00</b>
<b>Goods —</b>												
Local, W. & S.C., Tons.	7,765	70.68	6,135	73.88	13,900	72.26	1,541	71.22	5,245	65.41	6,786	67.67
Foreign, via Ennis, „	3,477	24.01	3,331	26.86	6,808	28.63	696	26.29	1,896	59.59	1,961	21.13
Foreign, via Cappa, „	65	0.41	305	0.91	370	0.62	12	0.40	28	0.08	40	0.70
<b>Total, „</b>	<b>11,307</b>	<b>100.00</b>	<b>9,771</b>	<b>100.00</b>	<b>21,078</b>	<b>100.00</b>	<b>2,249</b>	<b>100.00</b>	<b>7,169</b>	<b>100.00</b>	<b>8,787</b>	<b>100.00</b>
<b>Miscellaneous —</b>												
Local, W. & S.C., Tons.	6,326	64.98	6,419	45.20	12,745	51.40	545	55.55	484	80.02	3,360	61.58
Foreign, via Ennis, „	338	3.22	885	11.72	1,223	4.90	87	8.38	57	14.59	124	20.17
Foreign, via Cappa, „	—	—	—	—	—	—	—	—	—	—	—	—
<b>Total, „</b>	<b>6,664</b>	<b>100.00</b>	<b>7,304</b>	<b>100.00</b>	<b>13,968</b>	<b>100.00</b>	<b>632</b>	<b>100.00</b>	<b>541</b>	<b>100.00</b>	<b>3,484</b>	<b>100.00</b>
<b>Live Stock —</b>												
Local, W. & S.C., Nos.	6,122	44.90	20,328	82.74	26,450	69.78	686	47.21	684	71.20	1,370	61.37
Foreign, via Ennis, „	30,621	56.06	4,125	66.28	34,746	51.22	341	33.75	279	28.80	615	30.12
Foreign, via Cappa, „	—	—	—	—	—	—	—	—	—	—	—	—
<b>Total, „</b>	<b>36,743</b>	<b>100.00</b>	<b>24,453</b>	<b>100.00</b>	<b>61,196</b>	<b>100.00</b>	<b>1,027</b>	<b>100.00</b>	<b>963</b>	<b>100.00</b>	<b>1,985</b>	<b>100.00</b>
<b>Summary —</b>												
Total Local, W. & S.C., „	74,416	79.36	125,444	71.85	199,860	72.67	5,769	71.45	8,896	64.84	16,786	67.16
Total Foreign via Ennis, „	21,692	23.85	63,216	34.65	84,908	36.38	1,815	22.89	4,486	62.86	6,345	28.15
Total Foreign, via Cappa, „	65	0.06	5,820	2.83	5,885	2.15	12	0.16	345	3.67	307	1.30
<b>Gross Total</b>	<b>96,173</b>	<b>100.00</b>	<b>194,480</b>	<b>100.00</b>	<b>290,653</b>	<b>100.00</b>	<b>7,606</b>	<b>100.00</b>	<b>13,727</b>	<b>100.00</b>	<b>23,438</b>	<b>100.00</b>
<b>Summary of Gross Traffic —</b>												
Passenger, „	34,825	36.12	125,561	64.58	160,386	67.71	3,875	40.12	5,355	60.48	10,792	54.57
Freight and Miscellaneous, „	8,221	8.56	8,264	4.24	16,585	6.43	300	3.37	720	3.00	740	3.18
Goods, „	11,307	11.77	9,771	5.02	21,078	8.43	2,249	24.22	7,169	24.46	8,787	37.25
Miscellaneous, „	6,664	6.93	7,304	3.76	13,968	5.46	632	7.04	541	2.32	1,985	8.48
Live Stock, „	36,743	38.35	24,453	12.42	61,196	23.45	1,027	13.49	963	7.02	2,008	8.57
<b>Total, „</b>	<b>96,173</b>	<b>100.00</b>	<b>194,480</b>	<b>100.00</b>	<b>290,653</b>	<b>100.00</b>	<b>7,606</b>	<b>100.00</b>	<b>13,727</b>	<b>100.00</b>	<b>23,438</b>	<b>100.00</b>

N.B.—The Parcel Post Receipts, the Subsidy for the Mails, and the duplicate Numbers for South Clare Railway, are included—the former being made up of the West and South Clare Lines with one Underling.

## WEST CLARK COMPANY'S TABLES.

## III.

WEST AND SOUTH CLARK RAILWAYS,  
ENGINEERS-IN-CHIEF'S OFFICES,  
CLARK CHAMBERS,  
LONDON, 2nd April, 1909.

SIR,

In reply to questions in your letter of the 14th April, the argument I was using, and upon the correctness of which the questions put to me had thrown some doubt, was that light railways are better calculated to handle the traffic of a sparsely populated and isolated district in an economical manner than are the standard broad gauge lines.

I gave as one of my reasons for holding this view—the lighter weight of the rolling stock employed on the light railways; and therefore the higher percentage of paying, to dead load.

It must be borne in mind that a light railway is not necessarily on a narrow gauge.

Cost of working the following railways, which are standard with the main lines of the country as regards construction, rolling stock, and gauge 6' 6", but which are worked under conditions practically similar, and served districts of the same class as the light railways—

Name.	Cost per mile per train mile. ordin.	s. d.
Athlery and Tean	308	2 8
Bohobade and Newcastle	400	2 8
Ilwaco and Kerry	417	3 2
Sligo, Leitrim, and Northern Counties	468	2 5
Cork and Macroom	415	2 4
<b>Light Railways.</b>		
Ballymole (3 ft. gauge)	220	1 6
Ymoleague and Courtmacsherry extension, and Ballinasoreilly and Ymoleague Junction (3 ft. gauge)	279	1 7½
The average of the other light railways as given in the table in my evidence.	285	1 8

I am, Sir,

Your obedient servant,

(Signed), W. BARRINGTON.

Geo. E. Shannon, Esq.,  
Secretary, Vice-Royal Commission  
on Irish Railways,  
Stephen's-green, Dublin.

## IV.

Q. 54081. This question and answer do not convey the facts. Far more than £20,000 has been paid by the county in relief of their guarantee of dividend, but towards whatever sum they have paid they have received £22,076 out of the profits of the railway in the same manner as the Treasury.

They have however been called upon to pay, and have paid, over and above their guarantee of dividend a sum of £8,500 towards working expenses, towards which the Treasury do not contribute.

If the half years had been equally divided as regards receipts they would not have been called upon to pay this sum.

## V.

## Reply to Question 54225.

COUNTY OF CLARK, NOTICE OF RATES MADE IN RESPECT OF WEST AND SOUTH CLARK RAILWAYS.

Year.	County of Clark.	Within Bursey of Maym.		Total
		West Clark.	South Clark.	
October, 1890	4	—	6	10
May, 1891	1	—	11	12
September, 1891	11	—	8	19
April, 1892	3	—	11	14
October, 1892	11	—	8	19
April, 1893	3	—	11	14
October, 1893	11	—	8	19
April, 1894	1	—	11	12
October, 1894	11	—	8	19
April, 1895	3	—	11	14
October, 1895	11	—	8	19
May, 1896	1	—	11	12
Average for 6 years				14

## APPENDIX No. 9.

STATEMENT furnished to the COMMISSION by Sir STANLEY HARRINGTON, Chairman Cork, Blackrock and Passage Railway Company, supplementary to his evidence at the December, 1908, Sitting.

I should like to explain that there are no less than three steam services in Cork Harbour, all more or less overlapping each other. One is worked by the War Department, the other by the Naval Department, each having a special fleet of steamers for the purpose, and the third by my Company with our passenger vessels. These services are frequently duplicated, and sometimes triplicated, thus involving a great waste of money.

My object in calling attention to this matter is in connection with the suggested branch line to Haulbowline and Spike Island (Port Westward). My Company offered to carry out this military and naval ferry service between Queensdown and the Government islands and forts at a figure which, I believe, would show a substantial saving to the Government on the cost of the upkeep of their steamers. [Copy of Company's letter to Major-General Bamber, Royal Hospital, Dublin, dated November 25th, 1907, subjoined.]

If the views put forward by my Company to the military and naval authorities are correct (and the figures have not been challenged though submitted over twelve months ago), the advantages of accepting our proposals would be—

1. A better and more frequent ferry service than now exists.

2. A substantial saving to the Government.

3. A railway connection between Haulbowline and Spike Island and Cork.

4. A valuable industrial impetus to the locality.

The difference of treatment given to Ireland as compared to Great Britain in the matter of naval expenditure is singularly apparent when Rosyth and Haulbowline are contrasted. In the former place no dockyard at present exists, but a railway two miles long has been constructed, exclusively at Government expense, in order to connect the future yard with the railway system of the district, notwithstanding that Rosyth is on the mainland, whereas in the case of Haulbowline a dockyard is in full operation, but no railway has been made there, although Haulbowline is an island, and, therefore, far more difficult of access.

I mention these matters in the hope that the Commissioners may see their way to call attention to them, and to urge the carrying out of such useful projects.

COPY OF LETTER from the General Manager of the Cork, Blackrock, and Passage Railway, to Major-General BURNBY, Royal Hospital, Dublin, dated 25th November, 1907.

DEAR SIR,

On a recent occasion you were good enough to afford the Chairman of this Company and myself an interview in Dublin with reference to a proposed extension railway to Spike Island and Haulbowline. During the course of that interview you intimated that the question was largely one of money, and that it was desirable to know what saving, if any, would be effected by the construction of this railway together with an altered ferry service, such as the construction of the line would entail.

I have since been thinking that it is a matter of great difficulty for any officials of yours to work out this cost, as it is also a matter of great difficulty for any railway official to do so, because you have no access to railway data, and I have no access to military and naval data.

However, to put this matter into some shape, I have endeavoured to solve the question, and I am sending you herewith a time-table, which is based on the assumption that the line shown as Scheme B would be constructed and equipped by the Government. In conjunction with it I have drawn up a ferry service and a service to the harbor stations which this company will carry out for the annual sum of £5,705. I also send you another table showing comparatively the present and proposed services from the various stations in the harbor.

You will observe that the present combined military and naval departures from Haulbowline to Queensdown amount to 22 occasions per day, and we propose 24. From Queensdown to Haulbowline at present there are 24, and we propose 26. From Haulbowline to Cork there are at present 4 and we propose 10. From Queensdown to Spike Island there are at present 9 and we propose 13.

These instances, I think, warrant me in claiming that we propose a better service than is at present in operation.

We contemplate building a new modern comfortable steamer for this work at the expense of this Company, which would have a carrying capacity of from 250 to 300 on a No. 5 ticket.

The officers, permanent Government officials, soldiers and sailors in uniform would be conveyed free of charge between Spike, Haulbowline, Queensdown, Camden, and Carlisle.

Workmen can be conveyed free between Queensdown and Haulbowline, the same as at present, but this seems to me rather so anomaly, because workmen from Ringsakilly have to pay, say, 3d. a week, and why not workmen from Queensdown pay the same?

If it is thought that this charge could be enforced, the railway company would be quite willing to collect the fares and credit the amount so received to the ferry service, less 10 % for establishment charges. I think this would amount to a saving of at least £700 a year, thus reducing the cost of the ferry service to £5,005 per annum.

To sum up the matter, no detailed survey of the route has been made up to the present, but supposing the railway was to cost £40,000, the interest on this at 4 % would be £1,600 a year, i.e., 8 % interest and 1 % sinking fund, to which add the cost of the ferry service above quoted, viz., £5,705, a total of £3,905, or if the workmen are charged, as referred to above, about £4,005.

The next consideration is what vessels could be dispensed with in the event of the above scheme being carried out. This presents itself to me as a matter of considerable difficulty to ascertain, but I understand the following vessels are engaged wholly or in part on this work, viz.—the "Wyndham," "Cambridge," "Stamrock," "Donohy," "Aberdeen," 3 R. G. A. whale boats, hospital whale boat, 2 small A. S. C. boats, and "Georginae." The "Thistle," "No. 51," "Stamrock," and "Useful."

I estimate the annual upkeep of the foregoing vessels to be £20,071, to which add depreciation, say, 5 % on £20,000, say, £1,000 a year, making a total of £21,071.

Of course some of these vessels would have to be retained, but perhaps the following vessels would be able to perform the necessary service—The "Wyndham," for towing (target practice), a powder vessel, the "Aberdeen," one R. G. A. whale boat, hospital whale boat, A. S. C. whale boat, and the "Stamrock" and "Useful."

The upkeep of these vessels, including depreciation, I estimate at £3,964 per annum, thus showing a saving of £7,107. If we deduct from this figure the interest on the capital of the railway, together with the cost of the ferry service quoted above, it will show a net saving to the Government per annum of £3,412, viz. —

Estimated saving on vessels dis-			
persed with, .. .. .	£7,107		
Deduct—			
Interest and Sinking Fund		£1,600	
on Railway Capital, ..			
Ferry Service, .. .. .	£3,095	£4,605	
			£3,412

money to build stores, &c., on Spike Island instead of those on Howthowine, which, I presume, the naval authorities would take over.

I have not touched the question of the conveyance of the goods and stores to and from Howthowine, on which there would undoubtedly be a further saving compared with the cost at present, and finally there is the great convenience a railway would be in numbers of ways, and may I add, saved life on the Islands would be rendered much more approachable to both services.

I shall be glad to send you further copies of the tables, if you require them, and any other information you may desire.

Yours faithfully,

R. H. Geco (ed.),

Mem. Inst. C.E.

It is evident if this saving of £3,412 per annum were capitalized it would provide more than enough

Note—A copy of this letter has been furnished to the Admiralty.

## APPENDIX No. 10.

### CASTLEBERG AND VICTORIA BRIDGE TRAMWAY COMPANY'S TABLE.

#### I.

STATEMENT handed in by Mr. W. J. Davidson, Secretary and Manager, Castleberg and Victoria Bridge Tramway Company, during his examination on the 11th December, 1908

#### RECEIPTS

#### EXPENDITURE

Year	Passengers		Fares	Goods		Year	Permanent Way Department	Locomotive Department	Carriage and Wagon
	No.	Amount		Tons	Amount				
		£	£		£		£	£	£
1905 ..	12,623	553	50	5,764	756	1905 ..	159	675	5
1906 ..	14,125	880	107	6,642	969	1906 ..	260	565	34
1907 ..	16,484	977	118	8,775	1,362	1907 ..	614	737	114

Year	Stores		Lore Stock	Total Receipts	Year	Traffic	General Charges	Other	Total
	Tons	Amount							
		£	£	£		£	£	£	£
1905 ..	408	65	5	1,726	1905 ..	746	245	—	2,513
1906 ..	422	81	24	2,750	1906 ..	876	245	30	2,476
1907 ..	1,461	151	160	3,645	1907 ..	307	272	12	2,215

\* Joint Station Expenses, 1905, £206 17s. 6d., included, at present charged through Irish Railway Clearing House, and debited from receipts.

## APPENDIX No. 11.

## I.

STATEMENT of Mr. JOSEPH TAYLOR, Manager, Midland Great Western Railway of Ireland, on behalf of the Irish Railway Companies, with regard to Passenger Fares in Great Britain. (Handed in during his re-examination on 26th January, 1909.)

With reference to question 45074, passenger fares, I have made further enquiries in regard to the basis of third class fares in England and Scotland, and I hand in this statement giving the information which I have obtained from the various companies, from which it will be seen that, speaking generally, the return third class fares are double the amount of the single.

Company.	Extract from Company's own Letter.
London and North Western . . . . .	The general scale for our ordinary 3rd class single fares is $\frac{1}{2}$ d. per mile, and in nearly all cases the return fares are exactly double the single.
Midland . . . . .	The ordinary 3rd class fares are generally on a uniform basis of single, $\frac{1}{2}$ d. per mile. Double the single for return fares.
Great Northern . . . . .	The ordinary 3rd class passenger fares are based upon mileage at the rate of $\frac{1}{2}$ d. per mile. The single fares are doubled for return journeys, except in the case of the London suburban districts, where single fare plus two-thirds is charged for return.
Great Eastern . . . . .	The scale used generally for basing 3rd class fares on this company's main line system is—Single, $\frac{1}{2}$ d.; return, $\frac{1}{2}$ d.
Great Western . . . . .	The ordinary 3rd class fare generally in operation on the Great Western line is at the rate of $\frac{1}{2}$ d. per mile, and this scale applies both in respect to single and return fares.
Great Central . . . . .	Our scale for 3rd class single passenger fares is $\frac{1}{2}$ d. per mile; 3rd class return, double single.
Leamshire and Yorkshire . . . . .	Our ordinary 3rd class single fares are, generally speaking, based on $\frac{1}{2}$ d. per mile, except where we adopt a lower fare of a shorter route competing with our own. Our ordinary 3rd class return fares vary where there is a large traffic from a fare and a half to a fare and three-quarters, where the traffic is light we have many instances where the fares are double single.
London and South Western . . . . .	Our ordinary 3rd class passenger fares are fixed on the basis of $\frac{1}{2}$ d. per mile for the single journey. As a general rule, our 3rd class return fares now represent double the single fares; but in the suburban district some slight concession is made.
London, Brighton and Sth. Coast . . . . .	Our basis for 3rd class single fares is $\frac{1}{2}$ d. per mile. Speaking generally, the return fares with stations more than fifteen miles out of London are double the single fares.
South Eastern and Chatham . . . . .	Our scale generally is $\frac{1}{2}$ d. per mile 3rd class single. With some exceptions, we double the single fare for the return.
North Eastern . . . . .	Our 3rd class ordinary passenger fares are fixed on the basis of $\frac{1}{2}$ d. per mile single journey. The single fare and two-thirds is charged for a return ticket.
Caledonian . . . . .	Generally the basis of compilation of this company's non-competitive 3rd class ordinary passenger fares is as follows:— Single, $\frac{1}{2}$ d. per mile. Return, single fare and two-thirds. An addition to the 3rd class return fares of 5 per cent. is in process.
North British . . . . .	The following is the principle upon which our non-competitive 3rd class fares are based:— Single, $\frac{1}{2}$ d. per mile. Return, double 3rd single.
Glasgow and South Western . . . . .	Our 3rd single fares are generally compiled on the basis of $\frac{1}{2}$ d. per mile, and return fares generally at single fare and two-thirds.



## MIDLAND GREAT WESTERN COMPANY'S TABLES.

## II.

## MIDLAND GREAT WESTERN RAILWAY OF IRELAND.

Particulars of undermentioned Items of Traffic for following Years.

Tonnage of Goods Traffic to and from North Wall (M.G.W.) Station, Dublin, and M.G.W. Stations.

TRAFFIC	1903	1906	1909	1910	1911	1912
Grain, .. .. .	Tons. 5,309	Tons. 5,283	Tons. 5,761	Tons. 6,497	Tons. 5,559	Tons. 4,904
Potatoes, including seed Potatoes* ..	3,673	6,499	2,730	6,305	995	561
Timber, .. .. .	21,946	22,009	21,058	20,255	23,363	20,214
Bricks, .. .. .	3,885	4,185	5,103	5,071	6,015	5,261
Building Materials, .. .. .	5,124	7,796	7,906	5,375	7,528	8,537
Min. and Fueling Stuffs, .. .. .	24,533	25,677	23,215	24,143	26,569	26,559
Manures, .. .. .	24,162	15,030	16,403	16,015	14,869	16,126
Coal, .. .. .	22,528	23,609	23,429	23,234	23,400	20,729
Total tonnage whole M.G.W. system.						
Total tonnage whole M.G.W. system, Goods and Mineral Traffic .. .. .	276,641	274,036	259,544	262,614	296,370	258,819

\* The fluctuations in the tonnage of potatoes is accounted for by the variations in the crops and the seed potatoes forwarded to the West, also by the heavy average which is in recent years under potatoes. In the year 1906 the average in Ireland under potatoes was 582,220 as against 420,000 in the year 1905.

MANAGER'S OFFICE, BROADSTREET,  
24th May, 1909.

## III.

Exceptions to the General Railway Classification of Goods, specially applicable to the  
Midland Great Western Railway.

DESCRIPTION OF GOODS.	General Railway Classification	M. G. W. Co's. Modifications
Petroleum, .. .. .	Class C.	Class A, 5 ton loads.
Paraffin Oil, .. .. .	Class 2.	30 per cent. over Class C, in 5 ton loads.
Roughly Sawn Timber and Deals, .. ..	Class C	Charged at Grade rates for 5 ton lots.
Road Timber, .. .. .	Class C.	Class D, 5 ton loads.
Slates and Shales, .. .. .	Class 3	Class 1.
Potatoes in Sacks, .. .. .	Class C.	Class B, 5 ton loads with minimum of 75 cwt. per ton.
Sulphate of Copper for Spraying Potatoes, in casks, bags, or bulk.	Class 1	Class C, plus 20 per cent.

## APPENDIX NO. 12

RESOLUTIONS, &c., on the subject of the discontinuance of the 6.0 a.m. TRAIN FROM KINGSBIDGE TO KILDARE, handed in by Mr. JOSEPH O'CONNOR, representative of the Irish Cattle Traders and Stockowners' Association during his re-examination on the 28th January, 1900.

## I.

ARIST VILLA, KILDARE,  
January 18th, '00.

DEAR SIR,

I received your letter this morning, and was glad to hear that you were again to appear before the Railway Commission. We have no local council or representative body here, but so far as I have been able to ascertain, the people of this and surrounding district are most anxious to have the old 6 o'clock train restored, and the morning rail stopped, as it would be a great convenience to everyone, both civil and military.

With kindest regards,

Yours sincerely,

(Signed), CHARLES BROWN.

Joseph O'Connor, Esq.,  
Mylenstown, Naas,  
County Kildare.

## II.

RURAL DISTRICT COUNCIL AND UNION OFFICES,  
NAAS,  
16th January, 1900.

Joseph O'Connor, Esq.,  
Mylenstown, Naas.

DEAR SIR,

I am directed by the Board of Guardians to forward you the following copy of resolution passed by them at their meeting on the 13th instant respecting local train arrangements:—

Proposed by Mr. Patrick J. Doyle.

Seconded by Mr. John Kenna, and resolved:—

"That the Board of Guardians of Naas Union are of opinion that serious inconvenience and loss have been caused to the people of this district by the action of the Great Southern and Western Railway Company in discontinuing the 6 o'clock a.m. train from Kingsbridge to Kildare, this injury being particularly noticeable in connection with fairs at Naas and Newbridge, and that in consequence of the 6.40 a.m. train from Dublin not stopping until it arrives at Maryborough, persons requiring to go south by an early train have to go either to Maryborough or Dublin the night before, at much inconvenience, expense, and loss of time.

"We, therefore, request the company, in the interests of the public, to run the 6 o'clock train as heretofore, and to give a connection with the 6.40 a.m. at Kildare."

Yours truly,

(Signed), D. J. POWELL.

Clerk of the Union.

## III.

NEWBRIDGE,  
16th January, 1900.

Joseph O'Connor, Esq.,  
Mylenstown, Naas.

SIR,

I beg to enclose copy of resolution passed by the Newbridge Town Commissioners at their meeting held on Tuesday, 12th January, 1900.

Yours faithfully,

(Signed), GEORGE A. BEARHIDE.

Town Clerk

Copy of Resolution.

Resolved:—

"That the Great Southern and Western Railway Company be earnestly requested to again establish the 6 a.m. train service from Kingsbridge to Kildare to facilitate people attending the fairs at Naas, Newbridge, and Kildare, as well as traders and others.

"That a copy of this resolution be forwarded to Joseph O'Connor, Esq., Mylenstown, Naas, and to the Secretary of the Railway Company, Kingsbridge."

## IV.

COUNTY KILDARE COMMITTEE OF AGRICULTURE,  
OFFICES, CORNHOUSE, NAAS,  
16th January, 1900.

DEAR SIR,

As requested, I give below copy of the resolution adopted by my Committee at their meeting on the 11th instant, and transmitted for the consideration of the directors of the G.S. and W. Railway Company.

Yours faithfully,

(Signed), M. J. J. WHELAN,

Secretary.

J. O'Connor, Esq.,  
Mylenstown, Naas.

(Copy.)

Proposed by Rev. J. O'Connell, seconded by Mr. L. Malone, and resolved:—

"That in the interest of the agricultural population of this and adjoining counties, we ask the directors of the G.S. and W. Railway Company to re-establish the old 6 a.m. passenger train to run as far as Kildare, and give a connection with service going south of the 6.40 a.m. train from Kingsbridge. The discontinuance of this train has been a great injury to the fairs of Naas, Newbridge, and Kildare, as the buyers were accustomed to travel by it; also, owing to this train being knocked off, any passenger living between Dublin and Kildare who wishes to travel by the first train to Athy, Carlow, Kilsenny, or Waterford, has either to go on to Kildare or to Dublin the night before, in order to go by the 6.40 a.m. train, and anyone living between Dublin and Maryborough

has either to go the night before or to go to Dublin in order to get this 6.40 a.m. train to all stations south of Maryborough. Numbers of tradesmen and artisans going to work to places south of Naas, Newbridge, or the Curragh Camp have no train but the 8.30 a.m. The re-establishment of the 6 a.m. train would be a great convenience to the instructors of this committee, who would thereby be enabled to reach the various towns in the county several hours earlier than they are at present."

V.

CELBRIDGE, IRELAND,  
January 17th, 1909.

DEAR MR. O'CONNOR,

I quite agree with you it would be a great convenience to have the 6 a.m. train running in connection with the morning mail, and also to make it possible to get down to the fairs at Naas and Newbridge.

I am afraid I won't be at the Board next Friday, but I will try and get one of the other guardians to bring the matter before the meeting.

I am not buying any cattle at present, as a farm I used to buy stock for in County Meath had been lost, and I have no longer to do with it.

Yours very truly,

(Signed), N. G. DEANE.

VI.

CULBRIDGE UNION, CLERK'S OFFICE,  
22nd January, 1909.

DEAR MR. O'CONNOR,

The Board of Guardians of this Union have directed me to transmit to you the accompanying copy of a resolution which was unanimously adopted by the Board at their meeting to-day relative to the withdrawal by the Great Southern and Western Railway Company recently of the early train service between Kingsbridge and Kildare, and the Board hope you may be successful in your efforts to re-establish this service.

Yours faithfully,

(Signed) FRAS. SEWETT,  
Clerk of the Union.

Joseph O'Connor, Esq.,  
Mylstown, Naas.

N.B.—A copy has also been sent to the Secretary of the Railway Company.

Enclosure to No. VI.

CULBRIDGE UNION.

Meeting held on the 22nd day of January, 1909.

Proposed by Wm. B. Ronaldson.

Seconded by Thomas Shaw.

"That the withdrawal of the 6 a.m. train from Kingsbridge to Kildare is the cause of great inconvenience and loss to the travelling public between those stations, frequently necessitating a night's absence from home to accomplish a journey that would heretofore be done within an hour.

"The interests of the agricultural community especially are greatly hampered by being unable to attend the county fairs, and the fairs have also been injured in consequence, and we therefore strongly urge on the Railway Company the desirability of re-establishing this service.

The above motion was passed unanimously.

Signatures of presiding Chairman,

(Signed), JOHN FENN.

VII.

From Kildare County Committee of Agriculture.  
Mr. T. Wade, Agricultural Instructor.  
COOPERSTOWN, NAAS,  
January, 23rd, 1909.

To Jos. O'Connor, Esq.,  
Mylstown, Naas.

DEAR MR. O'CONNOR,

The want of an early train from this end of the county to Kildare, Ashy, and Carlow branch line is a great inconvenience, and militates against the fullest working of the various instruction schemes in this county, for, owing to the late hour at which the first train from Naas or Salinas reaches Ashy, Magway, and Carlow, the best part of the day is gone, and as a consequence we (the instructors) find it necessary to stay overnight in those districts, or partly neglect them, instead of working direct from headquarters here.

Hoping you will succeed in your efforts,

Yours faithfully,

(Signed), T. WADE.

VIII.

KILDARE COUNTY COUNCIL,  
SECRETARY'S OFFICE, COOPERSTOWN, NAAS,  
27th January, 1909.

DEAR SIR,

At the quarterly meeting of the Finance Committee held on 25th inst., I was directed to send you the following copy of a resolution which, on the motion of Mr. Beagin, seconded by Mr. Healy, was adopted:—

"That this Committee are of opinion that serious inconvenience and loss have been caused to the people of this county by the action of the G.S. and W. Railway Company in discontinuing the 6 o'clock a.m. train from Kingsbridge to Kildare, the injury being particularly noticeable in connection with fairs at Naas and Newbridge, and that in consequence of the 6.40 a.m. train from Dublin not stopping until it arrives at Maryborough, persons requiring to go south by an early train have to go either to Maryborough or Dublin the night before, at much inconvenience, expense, and loss of time. We, therefore, request the company, in the interests of the public to run the 6 o'clock train as heretofore, and to give a connection with the 6.40 a.m. train from Kildare."

Your obedient servant,

(Signed), THOMAS LINDSAY,  
Secretary.

The Secretary,

G.S. and W. R. Company,  
Kingsbridge, Dublin.

IX.

"We, the undersigned, members of the Urban District Council of Naas, are strongly of opinion that there is very considerable demand for an early train running between Kingsbridge and Kildare, and that the withdrawal of the 6 a.m. train on Dublin which formerly ran between these stations has been the cause of great inconvenience and loss to the public, frequently necessitating a night's absence from home to accomplish the journey which hitherto could be easily done the following morning. We consider that the want of this train has been seriously detrimental to the Naas fairs, and that the interest of the agricultural community in general is much injured thereby.

"We therefore desire to press upon the Great Southern and Western Railway Company the necessity for again running this train, and to point out that there is a great necessity also for an earlier train from Kildare to Dublin, as at present it is impossible to make the connection with practically any early train from Dublin to many stations on the Great Northern and Midland lines."

(Signed),

MICHAEL FITZGERALD, Chairman  
WM. STAPLES,  
W. QUINN,  
STEPHEN J. BROWNE, J.P.  
J. W. DANE, D.D.  
M. FOTHERY,  
JAS. HYLAND,  
COL. F. WOODAN BROWNE, J.P.  
COL. T. J. DE BOURG, D.D.

## APPENDIX No. 13.

STATEMENT handed in by Mr. HALFOUR BROWNE, K.C., on behalf of the Associated Irish Railway Companies at the Sitting of the Commission on 28th January, 1909.

JANUARY, 1909.

## GENERAL RAILWAY CLASSIFICATION OF GOODS BY MERCHANDISE TRAINS.

The following arrangements apply as between the undermentioned Railway Companies in Ireland—unless where otherwise provided—instead of those given in the General Railway Classification of Goods, viz. :—

Ballycastle.	Great Southern & Western—contd.
Belfast & County Down.	Southern.
Castlederg & Victoria Bridge Tramway.	Tralee & Ferm.
Cavan & Leitrim.	
Clogher Valley.	Londonderry, Lough Swilly, & Lottierkenney.
Cork & Macroom Direct.	Midland Great Western.
Cork, Bandon, & South Coast.	Ballinrobe & Claremorris.
Cork, Blackrock, & Passage.	Loughrea & Attyneon.
Co. Donegal Ry. Joint C'tee.	
Dublin & South Eastern.	Midland Railway—Northern Counties Committee.
Dundalk, Newry, & Greenore.	Sligo, Leitrim, & Northern Counties.
Great Northern (Ireland).	Tralee & Dingle.
Great Southern & Western.	Waterford & Tramore.
Athensy & Tuam Extension to Claremorris	West Clare.
Collooney & Claremorris.	South Clare.

## GENERAL REGULATIONS.

Coke.—Where 6 ton Class A rates are in operation the minimum for Coke to be 5 tons per wagon.

Reg. 2.—Class C.—The minimum of 2 tons is abolished.

GOODS LIABLE TO BE CHARGED IN TWO CLASSES OWING TO WEIGHT.—When Goods are liable to be charged in two Classes according to the quantity forwarded, the charge at the higher rate is not to exceed that which would be made for a consignment of heavier weight entitled therefrom to be carried at the lower charge, but the latter calculation is, in such instances, to be applied.

When two rates apply according to the quantity of goods forwarded, the lower rate may be charged for two or more consignments making up the quantity entitled to the lower rate of charge, provided they are forwarded in the same wagon from one Station to another Station by one consignee or to one consignee who pays freight.

## EXPLOSIVES AND OTHER DANGEROUS GOODS

Grap powder, in kegs, barrels, or in cardboard boxes packed in cases or kegs,	Minimum Charge.
Do., in casks packed in cases or kegs, . . . . .	5c. per consignment.
Do., in casks packed in cases or kegs, . . . . .	5c. per consignment.
Matches—	
Wax Matches, . . . . .	2c. per consignment.
Pipe Lighters, Patent, . . . . .	2c. per consignment.
Lucifer Matches, 3rd Class, . . . . .	2c. per consignment.

LIST OF ARTICLES TO BE CHARGED AT RATES OTHER THAN THOSE SPECIFIED  
IN THE CLASSIFICATION

Year.	Article.	To be charged at Rates in tar Class.	Year	Article.	To be charged at Rates in tar Class.
	Asphalted and Mineral Waters.	5% over Class		Hop Ale, Hay Water, Ale, Hay Beer, and Hay Root, when so used.	As "Ale and Porter."
1896	Agricultural Machines and Implements,	"		Limestone—	
	Nickings.	1	1896	In blocks, cast, or stone, polished or dressed, Currier's rule.	0
	Razors, Scissors, prepared, and other plated Goods, each p.	0		In less than 2 tons.	1
	Brooms and Brush Brooms and Blocks, wooden, without hair.	0		Polished or dressed.	2
1897	Chairs, Windsor and Common, new, in bundles.	3y		NOTE.—Limestone Shale & properly graded by packing to be only as rated at Currier's rule.	
	Cider, in Casks.	As "Ale and Porter"		Magnesian, in barrels and packages.	As "Printed Matter, not bound,"
	Confectionery, in boxes, cases, or casks.	1		Meat Offals and Offals of Animals, for human food.	2
	Cordage and Ropes.	1		Offals of Animals and Meat Offals, for human food.	2
	Drapery, generally.	2		Preserved, in boxes, cases, or casks.	As "Con- fectionery."
	Drugs in casks, bags, bays, hampers, cases, or boxes.	3		Produce (Soft).	2
	Drugs, in casks.	4		Rapes and Cordage.	1
	Dry-goods, in casks, bags, boxes, cases, or hampers.	3		Sacks, new.	1
	EARTHENWARE, in casks or crates.	1		Salt in bags, in sugar-bags.	2
1899	Explosives, not retained, except empty shot packages.	3		Salt Petroleum, and Offals for human food.	2
	Moisture 1 ton.	1		Saps.	5% above Class = Q.
1896	Fowl Coops, wooden, folding, in Poultry houses, when packed and securely tied together, Currier's rule.	1		Spirits, in casks, cases, or hampers.	2
1891	Glass—Crates, common.	1		Tanning, manufactured, except Oils and Oxigenes.	2
	Groves, each p.	3y		Trees and Shrubs, each p.	3y
	Wines, common.	2y		Ties and Struts, inclusive of Wrecks, per cubic.	2y
	Windows, each p.	3y	1899	Treat, Forest, in bundles.	1
	Governess, generally.	2		Wares, in casks, cases, or hampers.	2
	Heads and Blocks, Brooms and Brush, wooden, without hair.	0	1897	Wood, cut, for making boxes.	0
	Kalmia, Salt in cases, boxes or crates.	3			

† If not properly protected by packaging to be only accepted at Owner's risk.

by Richard A. Goss, Jr.

## SMALL PARCELS.

The Charges for small Parcels given on pages 373 to 384 inclusive, of the General Classification, supersede the Rates for Small Parcels contained in Rate Books.



## APPENDIX No. 14.

STATEMENT furnished by **LIEUT.-COLONEL FLEMING**, General Manager, Great Northern (Ireland) Railway, on the evidence (16th November, 1908) of **Mr. P. MacNULTY**, and MEMORANDUM of **OBSERVATIONS** thereon by the **DEPARTMENT OF AGRICULTURE**.

## I.

## LIEUTENANT-COLONEL FLEMING'S STATEMENT.

As to the corrections that have been made in the revised Tables of Comparative Rates, I cannot agree with Mr. MacNulty that the alterations were not material, as from even a partial examination of the figures, we have discovered that no less than 650 Irish rates have been amended, and some of the alterations represent deductions to the extent of 25 per cent. from the rates in the Tables originally headed in by Mr. MacNulty.

I notice Mr. MacNulty admits that the Continental wagon-load rates do not include anything in respect of loading or unloading, or the provision of covers, manure, ropes, bedding, chocking, storage, or washhouse, all of which services are included in the Irish rates. The payment to be made by the trader on the Continent for these special services varies to such an extent that it is practically impossible to arrive at any amount to be added to the conveyance rate to cover these charges, so as to enable any reliable comparison to be made between the Continental and Irish rates, both including all these services. Under these circumstances, as I have already stated, I am of opinion that in order to make any comparison of traffic carried in wagon loads, the proper course is to reduce the Irish rates by the amount of services terminal included therein, thus leaving a reliable comparison between the two rates as to conveyance and provision of wagons.

Mr. MacNulty's tables do not compare like with like or give the Irish companies credit for the services included in their rates, and which are not included in the Continental rate, and his suggestion as to dispensing with the necessity for warehouse goods by reducing the speed of trains will not, I think, commend itself as an economical substitute.

Further, the Comparative Tables purport to show the lowest rate Mr. MacNulty could find in Ireland for particular traffic for certain distances, as compared with the lowest rate on the Continent. On page 164 of the proceedings I give a number of rates charged on the Great Northern Railway (Ireland) for the same traffic and distances as those selected by Mr. MacNulty, and which are in every case less than those he quoted as the lowest Irish rate; therefore, Mr. MacNulty is already in error in putting forward his figures as the lowest Irish rates, and having any comparison thereon.

I notice that the evidence I gave as to the steamers conveying Danish products to the English markets being subsidised by the Danish Government is shown to be correct. This, of course, has the effect of reducing the gross rate paid by the merchants upon the Danish products delivered in the English markets.

With regard to my observations upon the rates between particular Irish stations selected by Mr. MacNulty to compare with foreign rates, as referred to in the table at page 168 of the proceedings, it could not possibly be expected that Mr. MacNulty would be fully acquainted with the localities in Ireland between which certain classes of traffic in the ordinary nature of things would or would not pass. Information upon this question might, however, have been obtained from the Irish railway companies as to the actual rates charged for traffic actually being carried, and these could have been placed in comparison with the Continental rates.

Mr. MacNulty, in his later evidence, gives the reasons that actuated him in quoting rates between certain stations on this company's line for comparison, but there are circumstances which govern the question of their being traffic or no traffic with which this witness was apparently not conversant. I do not wish to labour this question more than is necessary, but I will give a few instances to illustrate the entire want of application of Mr. MacNulty's comparisons when placed side by side with the actual requirements governing the earnings in Ireland of the traffic named.

Mr. MacNulty quotes for comparison a rate for oats from Banstock to Dublin, stating that the Newry Poor Law Union, in which Banstock is situated, produced 15,000 tons of oats in the year 1908, and that Dublin, being a large milling centre, might be likely to require some of these oats. Banstock station is within two miles of Newry, but it is on a very high elevation in relation to the latter town, so that to cart from Newry to Banstock is a very expensive matter. There is no market at Banstock, but there is a good market at Newry, and the oats from the Banstock district are brought to the Newry market for sale, and if sent thence to Dublin the rail charge for 15 miles is 6s. per ton; for comparative purposes clearly the Newry rate should be quoted, and not the Banstock rate of 7s. 10d. per ton, at which no traffic is carried.

Again, take the case of Indian corn from Dundalk to Loughgilly. Mr. MacNulty shows that there is a certain number of animals and poultry in the Poor Law Unions in which the latter town is situated, and assumes that Indian corn would be required for the feeding of these; also that this would be brought from Dundalk, a distance of 24 miles. Loughgilly is within nine miles of Newry, a port into which Indian corn is imported cheaper than Dundalk. At a certain recent date the price of Indian corn, free on rail at Newry, was 45 15s., the corresponding price at Dundalk being 46 17s. 6d. per ton. It could not, therefore, be expected that the users of Indian corn at Loughgilly would go to Dundalk for their supply. In the circumstances why Dundalk should be introduced for the purpose of comparison is not at all clear.

In another instance Mr. MacNulty introduced a rate for beans from Armagh to Ballybeg (County Monaghan). Ballybeg is 84 miles from Armagh, and the small amount of bean produced in that city is consumed in the locality. I do not understand why Mr. MacNulty overlooks the fact that there are large mills at Navan, five miles distance from Ballybeg, and also at Drogheda, 23 miles away. Naturally any bean required for cattle feeding in Ballybeg or the district would be sent to, as a matter of fact, obtained from the mills at Navan or Drogheda. On a certain recent date the price of bean delivered at Navan, free on rail, was 45 per ton, as compared with 45 12s. at Armagh. Armagh could not, therefore, possibly compete with Navan for bean supplies at Ballybeg, and it seems a very extreme reasoning to suppose that in the circumstances there could be any possibility of bean being sent from Armagh to Ballybeg.

I will only mention one other case of this character, viz.—that of flour and Indian meal from Dublin to Aldergrove (County Antrim). The distance is 130 miles, whereas Aldergrove is only 22 miles distant from Belfast, which is a large milling centre than Dublin, and the price of flour and Indian meal is generally a little lower in Belfast than in Dublin. It is, therefore, altogether unlikely that Dublin could compete with Belfast for Aldergrove supplies, having a carriage of 88 miles to their disadvantage, and here the rate, Belfast to Aldergrove, is the one that should be taken for comparison, and not the rate from Dublin, where there is not any traffic.

I might enumerate many more cases of this character, but I think those I have mentioned fully illustrate my point, that the Irish rates quoted by Mr. MacNulty were judiciously chosen; they are not rates that can properly be quoted to compare with Continental rates; are not rates which are being charged; that the proper comparison would be with the actual rates at which the different traffic are being conveyed, and that Mr. MacNulty's illustrations are simply arbitrary selections, and do not afford any reliable comparisons, as they leave out of account the rates that are in operation where traffic is really conveyed, and where the rates charged are designed to meet the requirements of the traffic.

## II.

MEMORANDUM OF OBSERVATIONS BY THE DEPARTMENT OF AGRICULTURE ON SUPPLEMENTARY STATEMENT submitted by LIEUT.-COLONEL FLEWIS relative to the evidence given by Mr. MACNULTY on TABLES OF COMPARISON OF IRISH WITH CONTINENTAL RAILWAY RATES.

Lieutenant-Colonel Flewis's Supplementary Statement is, in substance, mainly a repetition of some of the points raised in his original statement, and which were answered during the sitting of the Vice-regal Commission on 10th November, 1908. Below, in parallel columns, are given the various contentions put forward in the Supplementary Statement, and opposite to each one the reference to the minutes in which an answer is already shown, together with such further observations as seem necessary—

CONTENTIONS IN LIEUTENANT-COLONEL FLEWIS'S SUPPLEMENTARY STATEMENT.	REFERENCE TO ANSWERS ALREADY GIVEN, AND FURTHER OBSERVATIONS.
I. As to importance of corrections in the revised Tables of Comparison of Rates.	I. See answers to questions 50685 to 50689 of 10th November, 1908, as to general effect of the alterations of rates on the figures quoted from the unrevamped Tables of the March, 1908, sittings. Lieutenant-Colonel Flewis has been misinformed as to the number of Irish rates that were amended on revision of the Comparison Tables. The actual number of altered rates was very much less than is stated.
II. That in making comparison of wagon-load rates the Irish rates should have been reduced by the amount of service terminals.	II. See answers to questions 50372 to 50401 of 10th November, 1908, as to the relative conditions attaching to rates actually chargeable for wagon loads of 40 tons and 10-ton consignments. It is incorrect to say (as Lieutenant-Colonel Flewis does in his supplementary statement) that all wagon-load rates in Ireland include the terminal services of loading and unloading, as well as bedding, shodding (for special information of a consignee or consignee), storage, or warehousing. The great majority of them do not include these services.
III. (a.) That in the comparisons like is not compared with like or the Irish railways given credit for services included in their rates, and which are not included in the Continental rates.	III. (a.) In all cases the actual rates chargeable by the Irish and Continental railways for consignments of like tonnage were brought into comparison.
(b.) That it had been suggested that the necessity for warehousing goods should be dispensed with by reducing the speed of trains.	(b.) No such suggestion was made. See answers to questions 50481 to 50484 of 10th November, 1908, as to statement actually made respecting speed of goods trains in Ireland.
IV. That he (Lieutenant-Colonel Flewis) gave to the Commission a number of rates charged on the Great Northern Railway (Ireland) for same traffic and distances as those shown in the Transit Inspector's Tables, and which were in every case less than those quoted in the Tables as the lowest Irish rates.	IV. See answers to questions 50602 to 50607 of 10th November, 1908.
V. That he (Lieutenant-Colonel Flewis) evidence as to subsidy to steamers conveying Danish products to English markets was shown to be correct.	V. Lieutenant-Colonel Flewis incorrectly stated that a subsidy of 10s. per ton was granted in respect of butter and egg traffic. The actual nature of the Danish Government subsidy is described in answers to questions 50697 to 50713 of 10th November, 1908.
VI. That the following rates used in the Comparisons are inapplicable for reasons stated—	VI. (a.) This contention apparently implies that farmers to the westward of Rosbrock should cost their oats past Rosbrock Station to Newry town, two miles further on, and dispose of them there to a local miller for re-sale to a Dublin buyer. The rate of 6s. per ton from Newry to Dublin, referred to by Lieutenant-Colonel Flewis, is a temporary competitive one against sea transport, and is liable to be withdrawn in some way, as still lower competitive rates between the same points have recently been withdrawn.
(a.) Oats, Rosbrock to Doldin. That Newry should have been taken in this instance, as it has a market town, and has a special low rate.	(b.) This contention ignores the well-known fact that local quotations have little, if any, relation to prices actually charged when competition has to be met, a matter upon which the casual outside inquirer is not likely to get reliable information from competing sellers.
(b.) Indian corn, Dundalk to Loughgilly. That the rate should have been taken from Newry, as the local quotation for the commodity was 2s. 6d. per ton less than at Dundalk at a recent date.	



CONTINUATION IN LIEUTENANT-COLONEL FLEW'S SUPPLEMENTARY STATEMENT.	REFERENCE TO ANSWERS ALREADY GIVEN, AND FURTHER OBSERVATIONS.
<p>(c.) Bran, Armagh and Ballybeg. That Navar or Droghda rates should have been taken, owing to close proximity and lower local quotations at a recent date.</p> <p>(d.) Flour and Indian meal, Dublin to Aldergrove, that the proximity of Aldergrove to Belfast renders it unlikely that Dublin could compete.</p>	<p>(c.) The point as to relative conveyance distance within the country is discounted by the fact that during the year 1907 bran and polished wheat estimated at £881,668 was imported into Ireland. See under (b) above as to non-importance of local quotations as a factor in selecting stations for comparison.</p> <p>(d.) With respect to this statement, it may be pointed out that Lieutenant-Colonel Flew does not apparently consider that the distance of 120 miles from Belfast to Bandon (which is the same as that from Dublin to Aldergrove) precludes the former business centre from competing against the port of Bandon, which is only about 20 miles distant from Bandon.</p>

## APPENDIX No. 15.

STATEMENT furnished by Mr. FREDERIC W. PIM, Chairman, Dublin and South Eastern Company, as to Government Loans and Free Grants to Irish Railways, supplementary to his oral evidence submitted at the October, 1908, sittings.

## DUBLIN AND SOUTH-EASTERN RAILWAY.

Westland Row Station, Dublin,

25th February, 1909.

DEAR SIR,

My attention has been called to the evidence given before your Commission by Sir Stanley Harrington on the subject of the rate of interest fixed by the provisions of the Act 1 and 2 William IV., Sec. 33, in the case of advances made by the Board of Public Works for railway and other purposes in Ireland (a rate admitted by Mr. Stevenson—Q. 544—to be too high) as contrasted with the terms upon which, under the provision of the Light Railways Act, 1906, similar loans are made in Great Britain, and I venture to ask permission to supplement my evidence by adding a few words on the subject from the point of view of the Dublin and South-Eastern Company.

As I mentioned in my evidence, given 16th October, 1908, we have for some years had in contemplation the expenditure of considerable capital sums with two main objects in which public interests are largely concerned, namely—

1. The safeguarding of some 27 miles of coast lines from the attacks of the sea, and
2. The provision of additional facilities and conveniences required for the working and development of traffic;

but have been deterred from taking further action owing to the impossibility of obtaining money upon reasonable terms.

The question of the advisability of seeking an advance of public money had been more than once under

consideration, particularly with regard to the construction of works for the protection of the railway, and through it of the adjoining private properties, from the encroachment of the sea. For this purpose I consider that a good case might be made out for a free grant of public money; but, failing that, or in cases where such a course would not be justified, the onerous terms upon which alone the Board of Public Works are empowered to make advances are calculated to defeat the intention with which the powers seem to have been originally conferred on the Board of Works by the Act of 1833 above referred to.

I agree, therefore, with Sir Stanley Harrington that great advantage might in suitable cases be conferred on the less prosperous railways, and not alone on the railways, but also on the public dependent upon them for means of transit, if the Irish authorities were empowered to make advances on terms similar to those in operation in England. It appears notorious that conditions should prevail in a poor country like Ireland of a far less generous nature than those applicable to our richer neighbour, and I venture to suggest for the consideration of the Commission that a recommendation on the subject, if they can see their way to make one, might be productive of much benefit.

I am, dear Sir,

Yours faithfully,

(Signed), FREDERIC W. PIM.

Geo. E. Shanahan, Esq.,  
Secretary,

Vice-regal Commission on Irish Railways,  
19 Stephen's Green, Dublin.

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## APPENDIX No. 16.

## ABSTRACT OF PROPOSED EVIDENCE furnished by Mr. P. SULLIVAN, Manager, West Clare Railway Company.

(Mr. SULLIVAN was not examined.)

I have been Manager of the West Clare Railway since its opening on the 2nd July, 1887. That Company works, manages, and maintains the South Clare line under a yearly agreement at, as nearly as possible, cost price.

I desire to reply to the allegations against the management of the West and South Clare Railways made by Father Glynn and others before the Commission, as contained in their answers to the undetermined questions:—

## STATEMENT MADE BY FATHER GLYNN.

Q. 7117. Once a director—how pass for life is given.

Q. 7118. I know as a matter of fact men who were elected directors 15 to 20 years ago and they have passed on the line up to to-day.

Q. 7119. I allude to the statement that once a railway director you have a free pass.

Q. 7120. I would not say for life, but they have enjoyed their passes from their appointment up to the present day.

## REPLY OF THE MANAGER THEREON.

This is not the case. Passes are only given during year of office. Some years ago passes were continued for the next succeeding year, but this was stopped in 1901.

No passes have been granted for a longer period than one year. In some few cases the practice have failed to return the expired pass, although applied to respectfully for it, alleging always that they had mislaid the pass. The Company's agents have special instructions to retain any expired pass if presented.

## TRAIN SERVICE.

Q. 7121. There are five trains in summer and four in winter each way. There is a train leaving Ennis at 5 o'clock, a.m., one at 8.30 a.m., and another at 12 o'clock noon. I do not know for whose accommodation the 5 a.m. is run. No railway that wanted to earn dividends would think of running it.

Q. 7121. There are too many trains. I object to trains that are not needed.

Q. 7127. Complaint as to speed of trains.—People come along in a fast train to Ennis and get on to the West Clare line, and their hearts are broken before they reach Killee.

Q. 7129. Unnecessary delays at stations.—Perhaps in summer there ought to be a fast train that would only stop at Ennistymon, Lohinick and Killee.

Q. 7131. Cattle dealers complain that they have not enough wagons to take away their cattle from some of the larger fairs, and they walk them from Gort to Ennistymon and sometimes from Miltown-Malkey.

Q. 7130. Complaints as to transhipment at Ennis.

Q. 7132. No through rates for cattle. Bookings to Ennis must re-book to Dalgin or other places.

The 5 a.m. train carries the mails from Ennis to Killee.

The 8.30 a.m. connects with the 7.20 from Limerick, and is the principal train for the business people out of Ennis.

The 12 o'clock noon is the principal passenger train, and connects with the 6.40 a.m. from Dublin, 10.12 from Limerick, and the 10.45 from Athlone.

The 4.20 p.m. connects with the 3.15 from Kingsbridge, the 4.20 from Limerick, and the 4.30 from Athlone.

The mails are carried by the 5 o'clock a.m. down and 12 noon down trains, and by the 11.15 a.m. up and 5.40 p.m. up trains, for which the Company gets a subsidy of £1,000 a year from the Post Office.

The Company is limited by its Act of Parliament to a speed not exceeding 25 miles an hour, and with the exception of the 8.40 p.m. train to Ennis in the summer the trains are timed to stop at eight intermediate stations besides four flag stations.

No unnecessary delay at stations. Luggage and goods have to be transferred, and frequently at the principal stations wagons have to be shunted or put on sid off.

No complaint has been received from cattle dealers since an addition of ten wagons was made to the rolling stock last year. Mr. Joyce, the man referred to, always drives his cattle to Gort, even when bought in Ennis, where there is an ample supply of wagons on the broad gauge line, so that his driving them from Ennistymon or Miltown-Malkey is not due to either want of wagons or to transhipment from narrow gauge to broad gauge wagons at Ennis.

No through bookings of cattle on account of difference in size of broad and narrow gauge wagons. Owners can always book through at the "head" rates. The local head rates on the Clare line were reduced fourteen years ago to half the schedule rates on other lines.

## STATEMENTS MADE BY FATHER GLANN.

## REPLY OF THE MANAGER THEREON.

Q. 7173. One of the greatest sources of traffic is help.

Q. 7178. Mr. Carroll sent away 888 tons in 1906. He complained—

- (1) That he asked for wagons for his help on 2nd May, 1906, and it was quite a month before he got a sufficient number.
- (2) That he had four vessels chartered to take help away, and had to send two away without help.
- (3) That he had to bring portion of help home and store it—about 800 tons—and was put to enormous expense and delay.

Q. 7179. Mr. Carroll's letter, dated 20/10/06, states he saw wagons lying idle at Milltown, Kilmurry, Doonbeg, and Kilrush; that two vessels had to go away after waiting 14 days for cargo and got no help. When he would have eight wagons to load the manager would come and take them away to Kilrush and leave his men idle, and kept his men going on like this from 18th May till 11th July.

Q. 7180. Turf is a considerable traffic in the district. The great bog is at Slough. The people there make various complaints of how they are obstructed. He had investigated these complaints himself.

Q. 7187. People cannot get wagons unless they sell the turf through the railway officials.

Q. 7187a. Locomotive Whelan sold turf to a man in Milltown. He waited for a month or more for a wagon.

Q. 7188. Felling to get wagons he had to sell the turf at lowest price.

Michael Whelan sold turf to a man named Cahill in Inchiquin. waited four weeks for wagons.

Q. 7186. If a man goes to the stationmaster on the line and says, "I want to much turf," the stationmaster telephones to the stationmaster at Slough, and immediately he gets the turf.

They allege that the stationmaster at Slough gets 1/- a wagon, and the stationmaster who gives the order gets another shilling.

Foof of these allegations is found in the Manager's order of the 19/5/1906 to the agents, viz.—The Directors having learned that certain stationmasters have been in the habit of receiving and carrying out orders for the purchase and sale of turf, it is directed that the practice be discontinued, and that the traffic be conducted like other traffic.

Q. 7180. Complaint dated 8/12/05 of schoolmaster who bought three wagons turf for Mr. Kerin, of Lifford, on 10/11/05. Statement that wagons sent to Slough were not filled for Kerin but were filled instead for the manager. Two wagons had loaded last Thursday week—third wagon yet to come.

The first consignment of help was given to the Company on the 4th June, quite a month after application was made for the wagons, and the final one on the 11th July. The first vessel chartered for Mr. Carroll's help arrived on 24th May, 1906. The first consignment of help was given to the Company on the 4th June, and loading of the vessel was completed by 11th June, 1906, as per memo. of H. Taylor, harbour master. On 7th June a 400-ton cargo of coal for the company had to be discharged at Kilrush. On the 12th June wagons were given for ballasting by special order of the Board.

Mr. Doherty, of Kilrush, says (10/1/07) the statement that the two ships left owing to the inability of railway company to provide wagons for help is untrue; that there are two pilots of Kilrush, and that one of them who usually charter vessels for the help will not charter a vessel that has come in on the other pilot's charter.

Never heard before that Mr. Carroll had to take home any help and store it.

This help traffic amounts to about 800 tons in the year, which is only 2/7 per cent. of the Company's total tonnage. It is raised at 2/6 per ton—one-half of the classification rate—and the freight thereon comes to about £1000, which is 1/6 per cent. of the receipts from the goods and minerals carried by the Company.

The Company is most anxious to cultivate this traffic, and give every reasonable facility for its conveyance, but it cannot neglect the other larger and better paying portion of its traffic.

That statement that Mr. Carroll saw empty wagons lying at other stations is not true. He could not tell whether covered wagons at those stations were idle or not, inasmuch as they may have been loaded without his knowing it. The statement that wagons were taken away from Mr. Carroll is also untrue, and his men could not have been kept idle for want of wagons from 19th May, as the first help given the Company was, as already stated, on the 4th June.

This is not the fact. Only one complaint reached me, from Mr. Glancy, Kilrush, that wagons could not be obtained. On investigation I found that no turf was at the siding of Slough for him when the wagons arrived. They were in consequence taken away, but were supplied a few days afterwards, when the turf was forwarded to him.

Locomotive Whelan sold only one wagon of turf in all. This was on 29th October, 1906, to Mr. Sexton, of Milltown-Mulhally. A wagon was provided on the 27th October, and the turf delivered at Milltown on the 29th October.

Know nothing of this complaint.

This turf business was a new traffic to the Company, and I encouraged it whenever possible by giving, with the approval of the Board, low rates for example. The Company also put in a siding at Slough for the accommodation. I am aware that the agents at the various stations used to get applications from the local people for turf which they sent to the agent at Doonbeg, and that he passed them on to the parties who raised the turf. The result was that a considerable traffic was built up. It began in 1896, and in 1906 about 1,100 wagons passed over the line, representing 4,400 tons in weight and about £350 in money; 600 of these wagons went to the bottom at Kilrush. It was not until summer began to reach me a couple of years ago that I learned a small commission was being given to the Company's agents for the trouble in connection with the forwarding of the orders and the collection of the money. I then issued the Circular of 10/9/05, to which attention has been directed.

No wagons with turf were filed for the manager. Turf is paid occasionally to the Locomotive Department, and it may have been that a wagon was sent to Ennis for use there. Company's records show that two wagons were forwarded to J. Kerin on 29/11/1905, and one on 22/12/1905.

## STATEMENTS MADE BY FATHER GLYNN.

Q. 7150.—continued.

The manager and his deputies seem to have the whole business monopolised.

Q. 7168. Railway Company make themselves agents and form a monopoly in the turf.

Q. 7201. Amount involved, 1/- a wagon, and railway man who orders it gets 1/-.

Q. 7202. Price—25/- a wagon. Manager may come to-morrow and say we are only paying 20/-. He seems to regulate the price.

Q. 7203. The hostmen complain that they are charged 5/- a wagon from Slough to Kilrush—six miles.

Q. 7226. Hostmen at Carrigrohilly complain of having to wait a fortnight or three weeks for wagons.

Q. 7216. Low rates for golfers' tickets, Ennis to Limerick, 2/- 1st class return, 18 miles (market tickets, 2/3).

Q. 7229. Golfers' ticket, Kilkree to Limerick, is 2/6.

Q. 7204. 5,000 golfers brought to Lahinch links.—If they were charged 3/- they would come. It was the links brought them.

Q. 7220. Sometimes half-a-dozen golfers get a special train.

Q. 7224. Passes are excessive.

Q. 7226. Fish buyers get passes.

## GOLFERS' TICKETS.

These low rates were given to induce golfers to come to Lahinch, where we have the finest links in all Ireland. One result was the building of the Golf Links Hotel, which provides much-needed first-class hotel accommodation, and thereby attracts visitors in considerable numbers, who, in addition to the large numbers of golfers frequenting the place, spend a considerable amount of money which circulates among the ratepayers in the neighbourhood through various channels. The fares have recently been raised to 3/- at the instance of the local directors, and now very few golfers come to Lahinch except for the matches.

This is not so. Special trains are run on Easter Tuesday and Whit Saturday in connection with the F.15 from Dublin, and are largely advertised by the Great Southern and Western Railway Company.

## PASSES.

See my answer to statement in reply to Q. 7117.

Fish buyers do get passes for the month during which the mackerel is being cured for shipment to America. Only two buyers get passes.

## DELAYS ON JOURNEY.

Q. 7220. The journey of 48 miles between Ennis and Kilkree could easily be done in two hours and thirty minutes, and you are very lucky if you do it in three and a half hours. "I have never done it in three hours."

Q. 7241. Too many passing places. Delays not so much in the running of the trains as at the stations. Everybody talks to everybody else at the stations, and the railway officials talk of the weather.

I have answered the first part of this complaint in connection with the statement in Q. 7129. On the 6th January, 1907, the day previous to his making this statement, Father Glynn left Kilkree at 5.35 p.m. and arrived in Ennis at 8.30, which was only two hours and forty-five minutes. I was on the platform at Ennis myself when the train arrived.

One of the drawbacks in working the line is that there are too few passing places. If there were more it would enable a quicker service to be given.

## ROLLING STOCK.

Q. 7218. Shortage of wagons for cattle traffic.

Ten additional wagons have since been built in the Ennis workshops out of revenue.

Q. 7220. There are not more than forty or fifty wagons on the W. C. Railway and twenty on S. C. Railway.

whereas the

Q. 7222. Ordinary allowance in Ireland is six wagons per mile.

We would be glad to have more rolling stock if the Treasury saw its way to allow us the money necessary to provide it. But I understand that the contention of the Treasury has been that the money expended on the additions of rolling stock should be charged equally to the two half years, with the result that the country would pay for all charged in the lean half year and the Treasury for half of what would be charged in the fat half year—or only one-fourth of the whole—although they pocket one-half of the net earnings in the good half year.

Q. 7229-7230. Season (i.e. tourist) tickets—June to October.

These are granted from 1st May to end of October.

## STATEMENTS MADE BY FATHER GLENN.

## REPLY OF THE MANAGER THEREOF.

## SYSTEM OF WORKING.

Q. 7577. Belgian system—instead of stationmaster and clerk at stations somebody travelled with the guard and got out and managed the traffic.

The system described here would not be at all suitable on the Clare lines.

Q. 7579. Thinks that system would be good enough for West Clare Railway for nine months out of the year.

## LOCAL INDUSTRIES—CREAMERIES, &amp;c.

Q. 7454. No industries except holly and turf.

About 888 tons of holly were carried in 1904, yielding a little over £100, and about 1,100 wagons, or say 4,400 tons of turf, the freight from which would be about £350.

Q. 7455. There are a couple of creameries. Farkin butter is made under the old system.

Over 40,000 firkins of butter passed over the line in 1904.

Q. 7457. Stone quarries at Moher and Doonagore. Flour mills at Kilrush.

The Company gave a special rate for flags from Lahinch to Ennis and Kilrush and to different towns in Ireland. The rate for this traffic to stations distant 50 miles is 1d. per mile and for dressed stone 1d. per 100 per mile.

Q. 7459. Fishing.

Salmon is got from the Swenson and marketed at Quilly, Killybeg and Doonin. The salmon rate to London is 5/10 per cwt. Fresh marketed is carried at sea rate to various stations in England—this Company's proposition being 6d. (W. C. Railway), and 8d. (S. C. Railway) per cwt.

## STATEMENTS MADE BY MRS. AMY GRIFFIN.

## REPLY OF MANAGER THEREOF.

Q. 7566. Complaint as to scarcity of wagons for cattle farms.

I have already dealt with this. See Q. 7165.

Q. 7584. Some of the buyers have ceased to attend the fairs in consequence of the shortage of wagons.

No truth in this statement.

Q. 7576. Thinks passenger fares quite high enough.

Ordinary fares are.—1d. per mile, 3rd class, single 1 1/2d. per mile, 2nd class, single. Returns are one and three-quarter times the single fares.

Q. 7577. Excursion trains are often only available as far as Lahinch.

Excursion trains are run from Ennis to Killybeg every Sunday from 1st July to 30th September at 4/- for 1st class and 3/6 for 3rd class. Also every Monday at single fares. During other months these trains do not pay to run further than Midtown-Malahy.

Q. 7581-7582. They do not run regularly, not even weekly.

There are cheap week-end tickets from Ennis and other West Clare stations to Killybeg also from Limerick and other Great Southern and Western Railway stations. The rates for golfers' tickets to Lahinch are 2/8 from Ennis and 3/5 from Killybeg. There is no such rate on 11/9 to Killybeg.

Q. 7583. Don't know if there are any cheap week-end tickets. Golfers have tickets to Lahinch at 4/- return, 1st class, and it is 11/9 to Killybeg.

There is no traffic to warrant running through trains. But even in the winter there is a bar train service with a change at Moyvada, involving crossing the platform, which is about ten yards wide.

Q. 7594-7603. There is rarely a through train between Kilrush and Killybeg, and none without change or delay—always a considerable delay; anything from a quarter to three quarters of an hour.

A special train was sent to Cappo if the ordinary trains do not suit. This was all that was promised, and it has been provided whenever necessary—on the steamboat people wiring the number of passengers for Killybeg. I also offered to carry a band free between Cappo and Killybeg once a week during the summer as an inducement to people to visit Killybeg, provided the Killybeg people would undertake to entertain them and pay their expenses, but nothing came of it.

Q. 7604. The manager promised a special train to meet the Limerick boat at Cappo if there were ten or more passengers, but did not carry out his promise.

The Board of Works exhausted this boat and a car between Limerick and Turbot and another between Ennistymon and Ballyvaughan for some years, but it did not pay and was taken off. The West Clare Company ran a special train to and from this boat at a serious loss to the Company.

Q. 7645. A boat service across the river between Turbot and Cappo would be an advantage.

Season tickets are issued all the year round as required. No one would take a season ticket for pleasure purposes. Tourist and week-end tickets are issued from 1st May to 31st October at the principal railway stations in England and Ireland; also by Messrs. Thomas Cook & Son.

Q. 7648-7650. Extension of season tickets from 1st May to end of October.

## STATEMENTS MADE BY MISS AMY GRIFFIN.

## REPLY OF THE MANAGER THEREOF.

Q. 7661-7662. The West Clare Company failed to have a train to run in connection with the 9.15 a.m. from Dublin during part of the season.

Q. 7678. Cheap excursions might be run from Kilkish to Killeesh.

Q. 7681. Passengers by the train leaving Killeesh at 2 o'clock cannot arrive at Killeesh before 3 o'clock, in time to catch Busk, owing to the delay at Moyasta.

Q. 7686. A quick train is wanted every day in both directions between Ennis and Killeesh.

This was not the fault of the West Clare Company. During July, August, and September, 1906, the G.S. & W. Railway Company ran the Killeesh express at 11 a.m. from Kingsbridge, which arrived in Ennis at 4.30 p.m., and the West Clare Company put on a special train in connection with it which left Ennis at 3.40 p.m. and arrived in Killeesh at 6.20 p.m. During this time the G. S. and W. Railway Company had no train out of Limerick in connection with the 9.15 a.m. from Kingsbridge, and passengers who chose to travel by the latter train instead of the 11 a.m. from Kingsbridge had no one but themselves to blame if they could not leave Ennis before 6.30 p.m., but the delay took place not at Ennis but at Limerick.

There are cheap excursions every Sunday during the season from Killeesh at 3.40 p.m., run in connection with the Limerick steamer.

This 2 o'clock from Killeesh is a goods train, run in connection with the goods train from Killeesh. There is always a considerable quantity of butter and goods by it every day to be transhipped at Moyasta. Besides, waggons have to be put on and off both these trains, and this cannot be done in less time than at present.

In addition to 3.40 p.m. train during the season, the 12 o'clock from Ennis, and the 11.15 a.m. and 5.35 p.m. from Killeesh and Killeesh, see quick trains all the year round.

## APPENDIX No. 17.

STATEMENT furnished by the DUBLIN AND BLESSINGTON STEAM TRAMWAY COMPANY, supplementary to the evidence submitted to the COMMISSION by their Chairman, Mr. FLETCHER MOORE, D.L., on the 11th November, 1907.

## DUBLIN AND BLESSINGTON STEAM TRAMWAY COMPANY.

CAPITAL, £40,000 in Special Shares of £10 each.

£60,000 in Ordinary Shares of £10 each.

This line was opened for traffic on 1st August, 1898, and has since been running between Terenure and Blessington. In 1895 the line was extended by the Blessington and Poulaphuca Steam Tramway Company to Poulaphuca, the capital of the latter company being £30,000 in shares of £10 each, and £15,000 in 5 per cent. Debentures.

There has been £25,760 drawn from the companies and Treasury in payment of guaranteed dividend, and £636 in payment of excess of expenditure over receipts from the opening of the line up to December, 1906, for the Dublin and Blessington line, and no dividend has been paid on the ordinary capital. For the past 3½ years the interest on the Debentures of the Blessington and Poulaphuca Company has only been paid at 3 per cent, and even this interest is one and a-half years in arrears. No dividend has been paid on the Ordinary capital of this latter company.

The arrangement with the Dublin United Tramways Company for through running to and from the city was not carried out, owing to the fact that the regular type of railway wheels used on the Dublin and Blessington line were not suitable for running on the lines of the Dublin United Tramways Company. This was referred to in the evidence given by Mr. Fletcher Moore, the Chairman of the Dublin and Blessington Company, before the Viatical Commission on Monday, 11th November, 1907, in London (see questions

and replies Nos. 33219, 33246, 33247, 33248, 33250, 33251, 33252, 33309, 33310, 33311, 33312, 33313, 33317, 33318, 33319, 33322, and 33444a to 33475).

In June, 1905, since the date of the evidence given on behalf of the company, a wagon with wheels specially turned for the purpose, was run over the lines of the Dublin United Tramways Company, attached to one of that company's wider lorries. This wagon ran perfectly successfully, and has since that date been working quite satisfactorily on the Dublin and Blessington line under all conditions, and has never left the rails. This shows that there is no mechanical difficulty in establishing through communication between the Dublin and Blessington line and the city, and if the Commission could recommend that a grant would be made for the electrification of the line, it could be worked in connection with the Dublin United Tramways Company, its natural outlet, as was contemplated by the Order in Council under which the line was constructed, there is little doubt that both the ratepayers and the Treasury would be, to a very great extent, if not entirely, relieved of the payment of the Special Guaranteed rate, and in order to enable this to be done, it is suggested that the liability of the company to refund to the counties and the Treasury the amounts drawn from them should be cancelled, so that the newly-equipped company should commence work on an electric line, unshackled by any liability.

## APPENDIX No. 18.

STATEMENTS furnished to the Commission by the Commissioners of Public Works (Ireland).

## I.

STATEMENTS as to Loans made to Irish Railways under Act 1 &amp; 2 Wm. IV, cap. 33, by the Commissioners of Public Works (Ireland).

## AMOUNTS WRITTEN OFF AND REMITTED IN RESPECT OF PRINCIPAL AND INTEREST.

RAILWAYS	Amount Advanced	Principal Written off and Remitted	Interest Capitalised by Reversion	Act authorising Remission
	£ s. d.	£ s. d.	£ s. d.	
Railways	30,000 0 0	5,000 0 0	2,379 1 5	Public Works Loans Act, 1857.
Clare and Roscommon	30,000 0 0	25,000 0 0	14,585 4 1	do, do, 1857.
Derry Central	100,000 0 0	15,000 0 0	75,000 11 1	do, do, 1861.
Donagh (for West Donagh Line)	40,000 0 0	—	2,175 11 30	do, do, 1861.
Downpatrick	15,000 0 0	15,000 0 0	2,715 9 4	do, do, 1861.
Glenties, Glenties, and Bush Valley	10,000 0 0	2,215 0 0	200 4 2	do, do, 1867.
Loughry and Downpatrick	10,000 0 0	17,001 0 0	17,775 3 1	do, do, 1861.
Sligo, Loughry and Northern Counties	30,000 0 0	—	22,000 0 0	do, do, 1865.
Waterford, Dungarvan, and Lismore	30,215 10 8	200 10 8	24,000 13 1	do, do, 1865.
Waterford and Westport	55,000 0 0	45,000 18 6	31,302 12 11	do, do, 1868.
<b>Total</b>	<b>440,000 0 0</b>	<b>121,000 18 2</b>	<b>100,000 13 5</b>	

## DETAILS OF ALL PRINCIPAL OUTSTANDING.

Borrowers	No of Loans	Date of Mortgage Deed.	Amount Advanced.	Principal Outstanding	
			£ s. d.	£ s. d.	
Northern Railway Co.	1182 1,701 1,243 1,043	24 May, 1854 9 August, 1855 8 December, 1859	50,000 0 0	54,820 17 3	
Limerick Railway Co.	2,225 2,225	18 February, 1861 Do, "	50,000 0 0 50,000 0 0	60,000 15 2 14,141 5 11	
Clare and Roscommon Railway Co.	5,700	25 July, 1860	50,000 0 0	12,515 11 2	
Cork, Blackrock, and Fungus Railway Co.	6,888	11 November, 1864	60,000 0 0	51,000 0 0	
			<b>Total</b>	<b>138,478 19 6</b>	Amount due Jan. 1869, (estimated)

J. L. COLLINS,

Accountant.

OFFICE OF PUBLIC WORKS, DUBLIN,  
18th March, 1869.

S A

BOARD OF WORKS' STATEMENTS—*con.*

## II.

STATEMENT on the subject of Irish Railway Loans made by that Board, which was discussed by Sir Stanley Harrington, Chairman, Cork, Blackrock and Passage Railway Company, during his examination on the 11th December, 1908.

OFFICE OF PUBLIC WORKS,  
DUBLIN, 23rd April, 1909.

3945/09.

Sir,

The Commissioners of Public Works direct me to refer to the evidence given before the Vice-Royal Commission on Irish Railways by Sir Stanley Harrington, Chairman of the Cork, Blackrock, and Passage Railway, to which their attention was directed by your letter of the 22nd January last.

Sir Stanley Harrington dwelt on the difference between the position in Ireland, where the Board of Works cannot lend money at a lower rate than 4 per cent., and that in England where he stated that it can be obtained at 2½ per cent., or without any interest at all.

The Board observe that you stated that the Vice-Royal Commission had information as to the varying of interest in England, and they therefore need not enter into that subject further than to point out that

by the Railways (Ireland) Act, 1896, a sum of £200,000 was made available for free grants for the extension of railway and other communications in Ireland.

As regards the rates of interest on other loans, it appears to the Board that Sir Stanley Harrington has confined loans to a local authority for municipal tramways, or for assistance to a light railway, charged on the rates, with loans to a light railway company charged on the railway, both of which latter classes of loans the Treasury has power to make, subject to the conditions in section 4 of the Light Railways Act, 1896.

I am, Sir,

Your obedient Servant,

(Signed), H. WILLIAMS, Secretary.

The Secretary,  
Vice-Royal Commission on  
Irish Railways, Dublin.

## III.

LETTER on the subject of the receipts and expenditure on the Sligo and Belmullet Steamer Service.

OFFICE OF PUBLIC WORKS,  
DUBLIN, 31st July, 1909.

3992-09.

Sir,

With reference to your letter of the 12th instant, No. 889-09, I am directed by the Commissioners of Public Works to state that the total expenditure to 31st March, 1909, in connection with the Sligo and Belmullet steamer service amounted to £33,389 13s. 1d., the traffic receipts amounted to £14,260 4s. 9d., the net charge against the Railways Act, 1896, funds thus amounting to £19,129 8s. 4d. The £33,389 13s. 1d., however, includes capital expenditure as follows:

	£	s.	d.
(a.) New road to Blackrock Bay, . . .	2,295	17	4
(b.) New pier at Fiddle Point, Belmullet, . . .	3,947	17	5
(c.) Extension of goods shed at Fiddle Point, . . .	55	18	6
(d.) Purchase of steamer and necessary alterations, . . .	6,396	0	0
Total, . . .	12,794	8	5

The difference between the total expenditure £33,389 13s. 1d. and the capital expenditure (£12,794 8s. 5d.), viz., £20,595 4s. 10d., is the amount of the gross expenditure (subsidy and incidental expenses) on the working of the service; this amount, decreased by the traffic receipts (£14,260 4s. 9d.), gives the net expenditure on working, viz., £6,334 10s. 1d.

I am, Sir,

Your obedient Servant,

(Signed), H. WILLIAMS,  
Secretary.

The Secretary,  
Vice-Royal Commission on Irish Railways.







No. 30.

Growth of Capital, &amp;c., on Irish Railways.

TRAFFIC, &amp;c., from 1887 to 1908 inclusive.

Receipts (Gross) from Passenger Traffic.												Receipts (Gross) from Goods Traffic.											
Receipts from Passengers.												Receipts from Goods.											
1st Class.	2nd Class.	3rd Class (including Parlor Cars).	Halifax or Port of London.	Total from Passengers.	Receipts for Luggage, Goods, Cattle, Sheep, &c.	Receipts for Carriage of Goods by Road.	Receipts for Carriage of Goods by Rail.	Total Receipts from Passenger Traffic.	Receipts for Carriage of Goods by Road.	Receipts for Carriage of Goods by Rail.	Total Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.
1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000

1894—Deduct 5,000 miles—Goods and Luggage Company's share.

1895—Deduct 500 tons—Goods and Luggage Company's share.

1896—No return furnished by the Locomotive and Carriage Company, and Locomotive and Carriage Company.

RECEIPTS, ROLLING STOCK, &amp;c., from 1887 to 1908 inclusive.

Working Expenditure.												Rolling Stock.											
Working Expenditure.												Rolling Stock.											
1st Class.	2nd Class.	3rd Class (including Parlor Cars).	Halifax or Port of London.	Total from Passengers.	Receipts for Luggage, Goods, Cattle, Sheep, &c.	Receipts for Carriage of Goods by Road.	Receipts for Carriage of Goods by Rail.	Total Receipts from Passenger Traffic.	Receipts for Carriage of Goods by Road.	Receipts for Carriage of Goods by Rail.	Total Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.	Receipts from Goods Traffic.
1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000

1894—South Coast Railway.—The expenditure has been included in the Returns for previous years to the extent of £500.

1895—Deduct 500 tons—Goods and Luggage Company's share.

## APPENDIX 20.—continued.

## III.—STATEMENT of RECEIPTS, EXPENDITURE, GROWTH of CAPITAL, &amp;c., from 1878 to 1906 inclusive.

Year.	Gross Receipts.	Gross Expenditure	Net Receipts.	Annual growth of Net Revenue.	Total Gross Capital.	Annual growth of Capital.	Percentage proportion between Net Receipts and Capital.	Percentage of increased net receipts over additional growth of Capital.	Year.
	£	£	£	£	£	£	%	%	
1878	2,596,441	1,552,332	1,044,109	—	31,260,456	—	3.33	—	1878
1879	2,699,685	1,472,222	1,227,463	—	33,132,239	1,871,783	5.98	—	1879
1880	2,865,273	1,459,627	1,405,646	—	35,718,655	2,586,416	7.81	—	1880
1881	2,556,227	1,682,181	874,046	—	38,271,611	2,552,956	7.23	—	1881
1882	2,518,073	1,542,173	975,900	—	40,802,665	2,531,054	6.52	—	1882
1883	2,653,220	1,574,518	1,078,702	—	43,444,163	2,639,497	6.31	—	1883
1884	2,935,241	1,576,117	1,359,124	—	46,784,596	3,340,433	7.59	—	1884
1885	2,951,322	1,596,699	1,354,623	—	50,097,989	3,313,393	7.22	—	1885
1886	2,765,332	1,526,316	1,239,016	—	53,405,973	3,308,084	6.19	—	1886
1887	2,835,774	1,525,645	1,310,129	5.70	56,627,263	3,221,290	6.03	95	1887
1888	2,984,693	1,535,341	1,449,352	10.32	59,939,273	3,312,010	5.74	9.70	1888
1889	3,042,336	1,611,207	1,431,129	102,000	63,267,234	3,328,061	5.75	2.68	1889
1890	3,125,337	1,762,719	1,362,618	74,214	66,595,079	3,327,845	5.30	1.23	1890
1891	3,399,020	1,745,608	1,653,412	173,214	69,978,654	3,386,575	5.87	5.83	1891
1892	3,571,794	1,737,511	1,834,283	182,900	73,362,200	3,393,546	5.74	2.23	1892
1893	3,546,420	1,774,893	1,771,527	186,019	76,755,755	3,393,555	5.81	2.74	1893
1894	3,385,327	1,844,533	1,540,794	269,908	80,150,631	3,395,923	5.96	3.47	1894
1895	3,465,658	1,862,724	1,602,934	312,646	83,547,664	3,399,033	4.96	4.70	1895
1896	3,475,954	1,392,777	2,083,177	268,469	86,942,679	3,397,014	5.96	3.48	1896
1897	3,553,321	1,973,405	1,580,916	339,989	90,337,702	3,404,024	5.98	3.47	1897
1898	3,626,482	2,019,323	1,607,159	341,311	93,732,726	3,405,022	5.64	3.25	1898
1899	3,702,664	2,121,406	1,581,258	306,685	97,127,750	3,406,022	5.65	3.74	1899
1900	3,823,347	2,216,665	1,606,682	245,424	100,522,774	3,405,022	5.64	3.71	1900
1901	3,574,598	2,407,265	1,167,333	139,536	103,917,798	3,406,022	5.64	3.46	1901
1902	4,400,379	2,443,009	1,957,370	275,622	107,312,822	3,406,022	5.65	3.41	1902
1903	4,357,736	2,800,420	1,557,316	271,646	110,707,846	3,406,022	5.73	2.84	1903
1904	4,123,263	2,806,834	1,316,429	266,706	114,102,870	3,406,022	5.61	2.00	1904
1905	4,197,678	2,619,677	1,578,001	264,823	117,497,894	3,406,022	5.68	3.47	1905
1906	4,155,422	2,324,672	1,830,750	360,362	120,892,918	3,406,022	5.70	2.86	1906
1907	4,204,632	2,638,621	1,566,011	621,361	124,287,942	3,406,022	5.73	3.28	1907
1908	4,508,435	2,654,741	1,853,694	387,683	127,682,966	3,406,022	5.75	3.31	1908

\* The total paid up capital of the Midland (Northern Counties Committee) which is included in the returns of the Midland Company (Board of Trade Returns) has been added for the purposes of this statement to the total Capital of the Irish Railways shown in these Returns.

## APPENDIX No. 21.

NOTES on the ORGANIZATION and WORKING of the BELGIAN NATIONAL LIGHT RAILWAY COMPANY  
(Société Nationale des chemins de fer Viensaux), compiled from Official Reports (and information supplied by the General Manager) by Colonel W. HUTCHINSON POOL, C.B.*Constitution of the Company.*

The organisation known as the "Belgian National Light Railway Company" was created by Government under the Laws of May, 1884, and June, 1885, with a view to the construction and operation of a system of Light Railways within the Kingdom, and for their eventual extension into foreign territory.

The Company, which is in the nature of a centralised public trust, the funds of which are contributed in certain proportions by the State, the provinces, and communes, and to a very small extent by private parties, enjoys a practical monopoly of light railway construction, inasmuch as no concession is granted to an independent company, or to private parties, save in the event of the National Company either declining to come forward itself, within a year of the application having been lodged, or of its failing to complete a particular line within the period specified by the Government at the time of the concession.

The Company is not liable to the provinces or communes for rent or payment of any kind in respect of concessions which it may have obtained, and it is also exempt from local taxation upon any real property which it may possess, or upon any materials or rolling stock required for the construction or working of the system. It is exempt from all stamp duty, and is, moreover, entitled to free postage for all correspondence in connection with railway matters.

Its affairs are administered by a Council, which consists of a president nominated by the King, and of four members, of whom two are appointed by the King and two by the general meeting of shareholders. The President holds office, subject to the King's pleasure, for six years, but his appointment may be indefinitely extended. One half the members retire every three years, but are eligible for re-appointment. The Director-General is also appointed by the King, and holds office at his pleasure.

A sum of not less than £600, or more than £1,300, is payable annually out of the company's general funds to the President and Members of the Council, and they are, moreover, entitled to 2 per cent. of any profits that may accrue after payment of the "first dividend," provided that such additional payment shall in no case exceed £400 for each member.

The salary of the Director-General is fixed by the Administrative Council, but, in addition, he is entitled to 4 per cent. of any profits accruing after payment of the "first dividend," provided that such payment shall in no case exceed £400.

The functions of the Council are of a very comprehensive character, embracing as they do all arrangements—financial and otherwise—connected with the concessions, works of construction and operation, raising of capital, appointment of officers, regulation of tariffs, etc.

There is, in addition, a "Council of Supervision," composed of nine members representing the nine Belgian provinces, who are elected annually from amongst the members of the permanent deputations of the Provincial Councils, by the general meeting of the shareholders. This Council, which advises on all matters submitted to it by the Administrative Council, exercises the widest power of supervision generally over the actual working operations of the company, having free access to all books and correspondence, and being furnished by the Administrative Council with a quarterly statement of the company's financial position.

*Financial Organisation.*

The capital required for the construction of any line is provided by the State, the provinces, and the communes, and to a small extent by private parties. Unless specially authorised the contribution of the State is

limited to one-half the nominal capital, and that of private parties to one-third; but there is no restriction on the amount which may be contributed by the provinces or communes.

The shares are of the nominal value of £20.

Shares subscribed for by private parties must be paid in cash, but in the case of the State and public authorities, their subscriptions usually take the form of ninety annual payments calculated at 3½ per cent. interest and sinking fund included.

Against these amounts the National Company borrows by means of an issue of bonds, repayable by ninety annual drawings, which are authorised by Royal decree, and are guaranteed by the State.

Separate accounts of the working of the different lines are kept by the National Company, and the shareholders in each particular line are entitled to the whole of the profits earned by that line.

Shares paid for in cash, if subscribed prior to 1st March, 1885, are entitled to interest at the rate of 4½ per cent., and if subscribed for subsequent to that date, to a fixed rate of interest determined by the Council of Supervisors at the time of the issue, but not exceeding 4 per cent.

Capital invested by the State or local authorities receives 3½ per cent.

Any surplus, after payment of the foregoing dividends, is distributed as follows:—

- 1/10th to the shareholders, by way of a further dividend.
- 1/10th to a reserve fund for the line itself (which may be used for the purposes of the dividend, subject to the approval of the Government), and
- 1/10th to the General Reserve Fund for the National Company.

*Mode of Procedure with regard to a Concession.*

Although the National Company occasionally takes the initiative for the construction of a line, which in its opinion would be desirable, by bringing the matter to the notice of the various local authorities of the district, the more usual procedure is for the communes concerned to make formal application to the National Company for an inquiry into the merits of the particular project which they wish to see carried out.

The application, which must be on a prescribed form, notifies the willingness of the communes both to contribute to the cost of the undertaking, and to indemnify the National Company for any expenses which it may incur should the line not be made. It must also be accompanied by a detailed statement setting forth the particulars of the population and resources of the districts concerned, the amount and nature of the traffic which they already furnish, the existing means and cost of transport, and the possible industries which the introduction of a light railway might be expected to develop.

The project is then examined from the point of view of the utility and the route to be traversed, and if approved by the Administrative Council the scheme is submitted for the "preliminary consideration" of the Department of State Railways, who take into account its possible competition with existing lines, and any requirements of the Ministry of War.

The National Company have next to satisfy the Government with regard to the soundness of the undertaking from a commercial standpoint, and, if successful, the "definite consideration" of the project is assured, as also the provision by the State of half the capital required.

The remainder of the capital must then be allocated between the provinces and companies, and the determination of the amounts which these authorities have respectively to contribute frequently entails considerable correspondence and delay.

The question of capital having been satisfactorily arranged, the work of surveying the line and of preparing the brief for the concession is proceeded with. The latter has, in the first instance, to be submitted to the Department of State Railways, and by it to the Governor of the Province, and thence to the companies for further consideration and remarks.

Finally, the result of these several inquiries and the completed plans are transmitted to the State Railway Department, and, if approved, the concession obtains the Royal assent, and due notice thereof is published in the Official Gazette.

The time occupied in obtaining a concession varies from one to two years.

#### Execution of the Work and Working Arrangements.

The construction of the line is carried out by the National Company under the usual conditions, but for working purposes the line is leased, sometimes by private contract, but more often by tender, the National Company reserving to itself the right to refuse the lowest tender if not satisfied with the solvency or credit of the party tendering.

The only security required is the lodgment by a lessee of a sum of about £100 per mile as a provision for making good the line or selling stock in the event of its having to be surrendered through any default on the part of the lessee.

As a proof of the care taken by the National Company in the choice of its lessees, and of the efficient manner in which it supervises the maintenance and working of the whole system, only one instance has occurred during the twenty-five years of the company's operations in which forfeiture of the leasing company's guarantee has been required. The greater number of the leases run for thirty years, but some few of the earlier ones were only for fifteen years.

#### Conditions of Tenure by Leasing Companies.

The terms on which the lessees work vary somewhat on different lines, but as a rule they receive from 50 to 75 per cent. of the gross receipts of the steam railways, and about 70 per cent. of the gross receipts on the electric railways, with a minimum of 47½ a mile; should the gross receipts exceed £125 per mile, the proportion taken by the lessee is reduced by 2 per cent. on any excess.

#### Tariff Regulations.

Within the maxima limits laid down for each line the National Company may vary the tariffs without the consent of the lessee, but subject to any modification receiving the Government confirmation. In actual practice such interference by the National Company is rare, the tariffs of the various lines being specially designed to meet the requirements of the districts which they serve, while the National Company as itself concerned, in the interests of its shareholders, to obtain as large a return as possible.

#### Train Service (Speed Limits, etc.).

The lessees usually provide for a minimum service of five trains per day in each direction, but this number is often exceeded by mutual agreement, in which case the lessee is entitled to retain a somewhat larger share of the receipts.

The National Company have the right to increase the number of trains should the receipts exceed 11d. per train mile, provided that should they average less than this sum for one month the additional train should be discontinued.

The average speed is from nine to twelve miles an hour, but when passing through towns, villages, or hamlets, it must be reduced to six miles an hour, and under no circumstances may it exceed nineteen miles.

#### Length of Lines in operation.—31st December, 1908.

The total length of lines for which concessions had been granted was 2,993 miles; of this total, 2,701 miles were being actually worked, 272 miles were under construction, and 20 miles were to be shortly taken in hand.

Applications for further extensions, amounting to 1,365 miles, were also under consideration.

The total length of the secondary lines on the 31st December, 1908, was 91 per cent. of that of the main lines of the country, or 47 per cent. of the total combined mileage.

#### Width of Gauge and Motive Power.

Of the total length of the lines conceded —

Miles	
2,367	have a gauge of 30-37 inches,
368	" " 42-0 " "
21	" " 36-50 " "
2,996	

With the exception of 134 miles (electric), the remainder of the system is worked by steam.

The system is being gradually converted to electric traction mostly on the overhead trolley system.

#### Connections with Main Line System.

Of the 137 secondary lines open for traffic, 131 were connected by a junction station to the State or company-owned lines.

There are, in addition, 372 private sidings, of which 55 are in connection with agricultural centres, 316 are in connection with manufacturing centres, and

1 in connection with a military station.

#### Capital.

Of the authorised capital of £16,866,840, £8,696,283 had been expended up to the 31st December, 1908, the proportions contributed by the State, provinces, etc., being as under:—

State	Provinces	Companies	General Public	Total	Mean rate of interest, 1894-1908, inclusive
£ 4,084,080	£ 3,834,840	£ 3,996,700	£ 132,860	£ 12,048,480	1-13*
Per cent. 42-1.	28-4	26-06	1-1	100	—

The General Reserve Fund on 31st December, 1908, amounted to . . . £201,154  
And the Local Reserve Fund (i.e., that set apart for the several lines) to . . . £134,364

Invested in a per cent. Bonds of the National Companies.

TABLE SHOWING LENGTH OF LINES in operation or under construction.

Number of subsidiary Companies	Length of lines, in miles.			Total.
	In actual operation.	Under construction.	To be shortly constructed.	
137	2,671	212	210	2,993

\* In calling attention to the slight falling off in the returns of recent years—attributable to the fact that new lines had been added to the system, from which 311s or 32s could be expected—the Annual Report for 1906, while emphasising the desirability of increasing revenueable use in the interests of new provinces, observes that inasmuch as these secondary railways are specially intended to serve public ends, purely financial considerations must not be taken too strictly into account.

Of the 133 lines in full working operation for not less than two years, 30 have only a passenger and parcels service and 113 a passenger and goods service. The receipts and expenditure of both classes of lines are given in the table below:—

Nature of Service.	No. of Lines.	Miles (month open to Mins.	*Gross Receipts.		Total Gross Receipts.	Total Gross Expenditure.	Net Receipts.	Ratio of Receipts to Working Expenditure.	Average per Mile of Line.	
			Passenger and Parcels.	Goods and Passengers, including Livestock.					Receipts.	Expenditure.
			£	£	£	£	—	—	£	£
Passenger and Parcels.	30	115	145,080	2,810	147,890	128,320	19,570	77.42	1,641	1,214
Passenger and Goods.	113	1,542	373,630	222,900	596,530	596,230	500,300	96.78	320	310
Total.	143	1,657	518,710	225,710	744,420	724,550	619,870	—	—	—
Year.	—	—	—	—	—	—	—	68.60	300	300

\* No detailed statistics as to the total number of passengers, or the tonnage of goods, are published, but it is estimated that during 1909, 14,000,000 passengers were carried over the Company's lines, the goods for the same period amounting to 3,000,000 tons.

#### Receipts and Expenditure per Train Mile.

Nature of Service.	Number of Lines.	Miles open.	Average per Train Mile.		Number of Train Miles run.
			Receipts.	Expenditure.	
Passenger and Parcels.	30	115	£ 5.36	£ 4.30	4,913,545
Passenger and Goods.	113	1,542	14.44	9.38	9,077,129
Total.	143	1,657	—	—	14,000,674
Mean, all Services.	—	—	10.44	6.44	—

#### Development of the System (1886-1908).

Some idea of the rapid growth of the system is shown by the following table:—

Year.	Length of Line open.	Capital (subsidised).	Gross Receipts.
	Miles.	£	£
1886.	114	790,000	25,713
1895.	300	825,000	50,000
1900.	447	1,228,000	111,125
1905.	731	1,691,000	226,130
1906.	1,112	4,864,200	770,650
1907.	1,542	5,938,850	977,486
1908.	1,657	16,640,840	218,614

Cost of Construction (per mile) of Lines wholly or partly open for traffic to 31st December, 1908.

Class.	Length in Miles.	Purchase of Land.	Rolling Stock.	Other Expenses.	Total Cost.
Narrow.	1,876	£ 465	£ 670	£ 2,551	£ 3,686
Standard.	43	299	854	4,793	5,346
Steam and Electric.	174	520	1,409	3,373	4,979
Electric.	65	408	4,104	4,836	9,356
Total mileage and average cost per mile.	2,058	613	674	2,416	3,773

#### Rolling Stock, 31st December, 1908.

Motive Power.	Locomotives.	Passenger Carriages.	Luggage Vans.	Wagons and Trucks.	Total Cost.
Steam.	107	1,346	250	1,637	£ 1,350,135
Electric.	213	220	4	16	—
Under Construction—					
Steam.	76	138	30	373	194,756
Electric.	38	66	—	5	
Grand Total.	3,013	3,870	284	2,041	£ 1,539,608

Comparative Table of Accidents, 1906-1909 inclusive.

	1906.				1907.				1908.			
	Wounded.	Killed.	Total.	Total Miles Run.	Wounded.	Killed.	Total.	Total Miles Run.	Wounded.	Killed.	Total.	Total Miles Run.
Passengers.	35	5	40	11,733,246	37	8	45	13,638,372	72	9	81	14,595,674
Railway Employees.	8	2	10	—	5	2	7	—	10	2	12	—
Other persons.	54	26	80	—	16	28	44	—	60	42	102	—
Total.	97	33	130	—	58	38	96	—	142	53	195	—
Per million miles run.	1-43	4-17	15-50	—	1-45	3-80	10-44	—	2-27	3-92	13-95	—

Of the total accidents during 1908, 84 (including 3 killed) were due to collisions or derailments.

Table of Passenger Fares.

Distances.	Single.		Return.	
	1st Class.	2nd Class.	1st Class.	2nd Class.
Female.	1-06d., with a minimum of 1-45d.	3-75d., with a minimum of 4-00d.	80 per cent. reduction on single fares.	

Gendarmes in uniform, unaccompanied by prisoners, Rural Guards, and Policemen on duty and in uniform are entitled to travel free.

#### Persons entitled to specially reduced Fares.

Soldiers of all ranks in uniform, whether travelling singly or otherwise; officers on the active list, in plain clothes; pupils of the military schools; non-commissioned officers and men of the Gendarmes in plain clothes proceeding on tour; veterinary inspectors; men of the Civil Guard in uniform and under arms; staff officers of the same corps travelling on duty; members of clubs, associations, and the like; theatrical and circus companies, in parties of not less than twenty; pupils of public or private schools, making an excursion with their masters, in parties of not less than ten; persons going to record their votes for candidates for the Legislative Chambers, the Provincial or Communal Councils are entitled, on complying with the prescribed regulations, to a reduction of 50 per cent. on the ordinary single fare.

#### Excursion Tickets.

Return tickets are issued at the ordinary single fares.

#### Special Trains.

Special trains can be had on giving forty-eight hours' notice, stating the number of passengers of each class required, also the number of passengers, amount of luggage, or any other transport for which conveyance is required. The railway is not bound to provide a special before 6 a.m. or after 10 p.m. Ordinary single fares will be charged for every seat—first and second class, which the train contains, whether they are occupied or not, and the ordinary rates will be charged for luggage, animals, or other transport. The minimum charge is at the rate of 6s. 4d. a mile, provided that in no case must the total charge be less than 40s. Where a return journey is made by special train these rates and minimums are subject to a reduction of 10 per cent. for both the outgoing and return journey.

#### Schoolastic Season Tickets.

Season tickets available for seven return journeys per week are issued as below—

Distances in Miles.	TIME CLASS.			SEASON CLASS.		
	Three Months.	Six Months.	Twelve Months.	Three Months.	Six Months.	Twelve Months.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
5	5 3	10 6	22 6	8 9	13 3	25 0
10	11 3	20 9	44 3	16 3	26 6	50 0
15	16 6	30 6	66 0	24 6	39 9	75 0
20	22 3	40 9	88 3	32 9	53 3	100 0
25	28 6	51 3	110 6	41 3	66 6	125 0
30	34 9	61 6	132 9	49 6	80 0	150 0
35	41 3	72 0	155 0	58 0	93 3	175 0
40	47 6	82 3	177 3	66 3	106 6	200 0
45	54 0	92 6	199 6	74 6	120 0	225 0
50	60 3	103 0	221 9	83 0	133 3	250 0
55	66 6	113 3	244 3	91 3	146 6	275 0
60	73 0	123 6	266 6	99 6	160 0	300 0
65	79 3	134 0	289 0	108 0	173 3	325 0
70	85 6	144 3	311 3	116 3	186 6	350 0
75	92 0	154 6	333 6	124 6	200 0	375 0
80	98 3	165 0	356 0	133 0	213 3	400 0
85	104 6	175 3	378 3	141 3	226 6	425 0
90	111 0	185 6	400 6	149 6	240 0	450 0
95	117 3	196 0	423 0	158 0	253 3	475 0
100	123 6	206 3	445 3	166 3	266 6	500 0
105	130 0	216 6	467 6	174 6	280 0	525 0
110	136 3	227 0	490 0	183 0	293 3	550 0
115	142 6	237 3	512 3	191 3	306 6	575 0
120	149 0	247 6	534 6	200 0	320 0	600 0
125	155 3	258 0	557 0	208 3	333 3	625 0
130	161 6	268 3	579 3	216 6	346 6	650 0
135	168 0	278 6	601 6	225 0	360 0	675 0
140	174 3	289 0	624 0	233 3	373 3	700 0
145	180 6	299 3	646 3	241 6	386 6	725 0
150	187 0	309 6	668 6	250 0	400 0	750 0
155	193 3	320 0	691 0	258 3	413 3	775 0
160	199 6	330 3	713 3	266 6	426 6	800 0
165	206 0	340 6	735 6	275 0	440 0	825 0
170	212 3	351 0	758 0	283 3	453 3	850 0
175	218 6	361 3	780 3	291 6	466 6	875 0
180	225 0	371 6	802 6	300 0	480 0	900 0
185	231 3	382 0	825 0	308 3	493 3	925 0
190	237 6	392 3	847 3	316 6	506 6	950 0
195	244 0	402 6	869 6	325 0	520 0	975 0
200	250 3	413 0	892 0	333 3	533 3	1000 0

N.B.—In the above Table fractions of a mile are calculated to the next highest or lowest quarter of a mile, and fractions of a shilling to the next highest or lowest quarter of a shilling.

Season tickets, available for fourteen return journeys per week, are issued at 40 per cent. increase on above fares.



## Workmen's Tickets.

Workmen's tickets are issued at the undermentioned rates :—

Distance in Miles.	One return journey or one day in the week.	One single journey (or 10 to 15 days in week).	One single journey (or 10 to 15 days in week).	One return journey or six days in week.	One return journey or seven days in week.
Up to 14 ..	1 00	9 00	9 00	5 70	6 00
15 ..	1 00	9 70	9 12	11 40	11 77
20 ..	1 15	10 40	9 02	15 20	17 00
25 ..	1 30	10 00	10 02	19 05	21 00
30 ..	1 45	14 25	10 02	23 00	25 00
35 ..	1 55	15 00	12 00	27 00	29 00
40 ..	2 05	15 00	12 00	31 00	33 00
45 ..	2 15	15 00	14 00	35 00	37 00

Workmen in the employ of any of the railways of the company's system are entitled to 50 per cent reduction on the ordinary workmen's tickets.

## General Regulations in respect to Luggage.

Under the head of "Luggage" are included, in addition to the owner's personal effects, photographic apparatus, musical instruments, surveying instruments not exceeding thirteen feet in length; tools, packages of goods, furniture, baskets or boxes of pipes, smoking pipes, and domestic animals, not exceeding 50 lbs. in weight, or 4-41 cubic feet in volume; packs of commercial travellers or of itinerant traders, provided they do not exceed 175 lbs. in weight and 27-05 cubic

feet in volume, perambulators, bicycles, and tricycles, if accompanied by their owners.

The railway is not bound to carry any package which exceeds 330 lbs. in weight, or 32-01 cubic feet (nearly 14 cubic yards) in volume.

Delivery of all articles owned under this tariff is effected at the same time as the passenger.

The railway is not responsible for loss or damage unless it is shown to be fault. All claims must be submitted in writing not later than the day following the removal of the goods. Claims in respect of delay must be lodged in writing within seven days of delivery, provided that under no circumstances will the indemnity exceed 8s. per day of 24 hours, or 4s. for any less period. Should the delay exceed eight days, the full value of the goods can be claimed.

## Tariff for Luggage, including articles specified as above.

Distance in Miles.	ALL CONSIGNMENTS.								
	Under 44 lbs.	Above 44 lbs. and not exceeding 66 lbs.	Above 66 lbs. and not exceeding 88 lbs.	Above 88 lbs. and not exceeding 110 lbs.	Above 110 lbs. and not exceeding 132 lbs.	Above 132 lbs. and not exceeding 154 lbs.	Above 154 lbs. and not exceeding 176 lbs.	Above 176 lbs. and not exceeding 198 lbs.	Above 198 lbs. and not exceeding 220 lbs.
* Up to 2 miles.	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00
Above 2 up to 4 1/2	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00
" 4 1/2 to 6 1/2	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00
" 6 1/2 to 8 1/2	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00
" 8 1/2 to 10 1/2	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00
" 10 1/2 to 12 1/2	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00
" 12 1/2 to 14 1/2	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00
" 14 1/2 to 16 1/2	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00
" 16 1/2 to 18 1/2	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00
" 18 1/2 to 20 1/2	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00
" 20 1/2 to 22 1/2	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00
" 22 1/2 to 24 1/2	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00
" 24 1/2 to 26 1/2	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00
" 26 1/2 to 28 1/2	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00
" 28 1/2 to 30 1/2	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00	2 00

\* Fractions of a mile are calculated to the next highest or lowest quarter of a mile.

## Free Luggage. Market Garden Produce.

Personal luggage not exceeding 22 lbs. in weight may be taken in the carriage, provided no inconvenience is caused. In certain specified towns passengers going to market may take vegetables, fruit, butter, cream, cheese, eggs and poultry (alive or dead); also milk for delivery at customers' houses. No individual package must weigh more than 110 lbs., and the total weight per owner is limited to 220 lbs., and the total weight not entitled to these privileges.

Returned samples, to the extent of five per cent baskets per owner, are carried free.

Loading and unloading must be performed by owners.

## General Conditions Governing Carriage of Goods, Carriages, and Live Stock.

Consignments not exceeding 220 lbs. in weight (live stock included), if conveyed over a single company's line, are delivered at the station of destination within twenty-four hours of their being handed in. Should the conveyance include two or more companies' lines, this limit is increased by twelve hours for each additional line over which the traffic has passed.

In the case of consignments weighing more than 220 lbs., and of carriages, the time limits for delivery are two days (reduced from midnight following the acceptance of goods), for traffic passing over one line, with a further twenty-four hours for each additional line traversed.

Should a Sunday or recognised holiday intervene, the conveyance period is extended by twenty-four hours for every such day.

Should goods not be loaded in at the station of despatch on the day appointed, the consignee is liable to a fine of 4s. per wagon, and the railway may dispose of the wagons as they think fit. If the loading is not completed within eight hours of the wagons being placed at his disposal the consignee is liable to a fine of 2½d. per hour per wagon.

Loading and unloading of full wagon loads must be effected by and at the cost of the consignee or consignee's agent, except where the consignee requires the exclusive use of wagons—to be sealed by him—the loading and unloading of incomplete consignments is performed by the railway.

If so requested by the consignee on the way bill the railway will, on payment of a fee of 2-6½d. per 2,200 lbs. (about one ton), supervise and assume all risks of loading, and also of covering by the consignee.

A charge of ½d. per 220 lbs. (about 2 cwt.) or indivisible fraction of 220 lbs. for loading and unloading of full wagon loads will be made if the railway undertake those operations of the consignee's or consignee's agent.

Unless otherwise instructed, the railway effects transshipment of full wagon loads at junction stations on payment of 2½d. per 2,200 lbs. (1 ton), but it is not bound to undertake the transshipment of indivisible masses weighing more than 880 lbs. (8 cwt.), or whose

volume exceeds 2-6½ cubic yards. It must, however, afford a reasonable disposition of wagons where the sender effects the transshipment himself.

All goods must be removed by the consignee within eight hours of delivery of advice note (Sundays and holidays, as also the hours between 7 p.m. and 8 a.m., when the station is closed, not being reckoned). Any delay in effecting delivery beyond this period is charged for at the rate of 2½d. per hour per wagon in the case of goods which have not been unloaded and at the rate of 1-6d. per day and per 220 lbs. (3 cwt.) for goods which, though unloaded, have not been removed.

The consignee is bound to give the railway forty-eight hours' notice of the despatch of goods which exceed 4,400 lbs. (2 tons) in weight, or where the entire use of a wagon is required. Should more than five wagons be required, 96 hours' notice must be given.

No charge is made for the advice note of goods not exceeding 220 lbs. (2 cwt.), but goods above that weight, including those going to private sidings, are charged 1d. for advice note.

Claims for loss or damage must be lodged not later than the day after the removal of the goods. Claims for delay in transit are limited to an indemnity of 1-12½d. the actual cost of conveyance for each day's delay, with a minimum of 4½d.; should delivery be delayed beyond fifteen days following the time limits for conveyance, the full value of the goods can be recovered.

#### Goods Tariff for Incomplete Loads not exceeding 220 lbs.

Distances in Miles.	44 lbs. or under.	Above 44 lbs. and up to 88 lbs.	Above 88 lbs. and up to 110 lbs.	Above 110 lbs. and up to 132 lbs.	Above 132 lbs. and up to 154 lbs.	Above 154 lbs. and up to 176 lbs.	Above 176 lbs. and up to 198 lbs.	Above 198 lbs. and up to 220 lbs.
	d.	d.	d.	d.	d.	d.	d.	d.
*Up to 4½ miles, ..	1 80	2 30	2 80	3 27	4 75	5 30	6 33	7 12
Above 4½ and up to 12½ ..	2 37	3 33	4 27	5 70	6 33	7 30	8 33	9 30
" 12½ " 24½ ..	3 34	4 37	5 70	7 13	8 33	9 37	11 33	13 30
" 24½ " 32½ ..	3 33	4 37	5 70	7 13	8 33	9 37	11 33	13 30
" 32½ " 40½ ..	4 27	5 30	6 33	7 37	8 37	9 37	11 33	13 30
" 40½ " 48½ ..	4 75	5 33	6 37	7 37	8 37	9 37	11 33	13 30
" 48½ " 56½ ..	5 23	6 30	7 33	8 37	9 37	10 37	11 33	13 30
" 56½ " 64½ ..	5 70	6 33	7 37	8 37	9 37	10 37	11 33	13 30
" 64½ " 72½ ..	6 18	7 30	8 33	9 37	10 37	11 33	12 33	13 30
" 72½ " 80½ ..	6 65	7 33	8 37	9 37	10 37	11 33	12 33	13 30
" 80½ " 88½ ..	7 13	8 33	9 37	10 37	11 33	12 33	13 30	14 30

\* Fractions of a mile are estimated in the next highest or lowest quarter of a mile.

Note.—The above rates include all necessary fees.

Where more advantageous to the consignee, consignments may be charged for at full wagon load rates, provided they do not require the exclusive use of a wagon.

Goods coming from or going to private sidings are charged on a minimum weight of 4,400 lbs. (2 tons) if they can be loaded with other goods. Where this is impossible they are charged for at full wagon load rates.

#### Tariffs for Incomplete Loads above 220 lbs.

Consignments above 220 lbs. weight are charged a fixed rate of 4-56d. per 1,000 kg. (1 ton) for any distance, plus a rate of 2-98d. per mile per 1,000 kg. (1 ton), provided that the minimum is never less than that chargeable for goods weighing from 198 to 220 lbs.

The above rates include loading and unloading, but fees of 1-00d. and of 1-10d. are charged for advice note and registration respectively.

#### Tariff for full Wagon Loads.

Distance.	Per 1,000 kg. (1 ton).		
	CLASS A.	CLASS B.	CLASS C.
	Goods loaded in closed wagons, or in open wagons, if shrouded by the Railway	Goods loaded in open wagons, or in those shrouded by the Consignor.	Goods, specially insured, loaded in open wagons.
Per mile, ..	1-64d.	1-67d.	1-66d.
Fixed rate for any distance	4-00d. per ton.		

Goods specified in Class C are charged Class A rates if carried in a closed wagon at the request of the consignee.

Mixed consignments of different classes of goods are charged at the rates of the highest class unless the class rates applicable to each separate part of the consignment work out more favorably to the consignee; in this case the weigh bill must clearly state the weight of each portion of such consignment.

Should the weight of a consignment be less than five tons, the Incomplete Load Tariff may be applied if it is more advantageous to the consignee, and provided that the exclusive use of a wagon is not required.

For consignments above five tons in weight the rate is applied per indivisible fraction of 23 lbs.

A registration fee of 190d. is charged per consignment.

#### Special Tariff No. 1.

Certain goods comprised in Class C (such as lime-stone, mud, manure, gravel, etc.), if consigned in quantities of not less than five tons (or paying for that weight), are charged a fixed rate of 4 50d. per ton for any distance, and a mileage rate of 0.88d. per ton per mile.

#### Tariff for Goods exceeding normal length of Rolling Stock.

Consignments from 18 to 26 feet in length are charged on the gross weight, with a minimum of six tons, provided that where the tariff applicable to incomplete loads is more favorable the rate will be levied on the gross weight increased by 1½ tons.

Consignments from 18 to 34 feet in length are charged on the gross weight, with a minimum of 10½ tons, and consignments from 34 to 79 feet in length, on the gross weight, with a minimum of 15 tons.

Tariffs applicable to Works of Art, Industrial Products, Horses and other Animals proceeding to Exhibitions, Shows, etc.

The ordinary rates are charged on the outward journey, but if on the return journey the route taken in the first instance is followed, no charge is made.

Necessary fees must be paid going and coming, and in the event of loss or damage, the railway liability is limited to one-half of what would otherwise be payable.

#### Tariff for Carriages, Wagons, etc.

Carriages, wagons, etc., are charged a fixed rate of 29-10d. per axle for any distance, and a mileage rate of 0.16d. per axle per mile.

Locomotives are charged double rates.

Loading and unloading must be effected by consignee or consignee's agent, and removal earned out within six hours of arrival, after which a charge of 2-25d. per hour will be made.

#### Live Stock Tariff (General Conditions).

Forty-eight hours' notice must be given where consignments exceed two tons weight or require the sole use of a wagon, and animals must be entrained at least one hour before the departure of the train.

Free conveyance is allowed to one attendant per wagon or consignment.

On such lines as have the special tariff small animals of the sheep, goat, or pig family, in baskets or open-work boxes, also working pigs, dogs, poultry in boxes or baskets, are charged at "incomplete load" rates.

Animals must be removed within two hours of arrival, after which they may be placed in the pound, or charged with demurrage or storage rates, at the discretion of the railway. If the delay in delivery exceeds six hours the full cost of conveyance can be recovered from the railway.

Entraining and detraining must be performed by consignee or consignee's agent, also loading and unloading, and weighing, where such is required by the Custom House authorities on the frontier.

Distance in Miles.	CLASS RATES			
	"A."	"B."	"C."	"D."
	For every Sheep, Goat, "pig," Poultry, between 4 lbs. and 135 lbs. weight, or for every 1 or 2 working pigs (over 44 lbs. weight each).	For every Calf or "fat" Pig (i.e., over 110 lbs. weight).	For 1 horse or mule, 1 or 2 ponies or colts, 1 or 2 donkeys, for 1 or 2 bullocks, or 1 or 2 oxen, for 1 or 2 goats, over 135 lbs. weight, for 10 sheep, goats, or "pigs" over 135 lbs., under 110 lbs. each in weight, for 30 working pigs (under 44 lbs. weight each).	Any wagon containing more load than is specified in Class "C."
Up to 2 miles, .. ..	Per head, £ 05	Per head, £ 05	£ 21 30	£ 32 30
For every additional mile up to 25 miles.	0 300	0 455	2 25	4 05

\* Horses not exceeding 4' 6" in height are rated as "Ponies."

Consignments in Classes A and B, which consist of several head, the total not exceeding the limits in Class C, may be charged for at Class C rates if it is to the consignee's advantage.

Class C rates are only applicable to the particular

number of "head" specified under that class. Any larger number must be sent under Class D.

No charge is made for registration in Classes A and B, nor for advice notes under any class.

A distinction fee of 16-15d. per consignment under Classes C and D is charged per wagon.

## APPENDIX No. 22.

SECOND LIST of COMPLAINTS received by the BOARD of TRADE of unreasonable treatment of IRISH TRAFFIC sent by Railway during the Years 1906-9. (For previous List see pp. 148-152, Volume I.)

COMPLAINTS mentioned in the previous List on which further action has been taken by the Board of Trade.

Date.	Name of Complainant.	Name of Carrying Company.	Substance of Complaint.	Result of Enquiry.
Aug. 18, 1906.	W. J. Miles, Bellinakeel.	Great Southern and Western Railway (Ireland)	Complaining of the absence of through rates by the carriage of van from Mullinakeel to English and French Stations via Clonsilla and Wicklow. In subsequent correspondence complained that much of the van from Bellinakeel to Mullinakeel, Clonsilla, and Blackthorn, in 1906, at the lowest rates quoted from Tallaght and Clonsilla.	As regards travel to the North of England, the Board informed the complainant that they could hardly assist him, as the route did not appear reasonable. As regards stations on the Great Western Railway, the Board stated that they could not assist in through rates via Wicklow, as goods now sent via Dublin would have to be handed over to another Company at Clonsilla, and only to go to the North of England. They stated that they were unable to reduce the rates to Mullinakeel and London, but that the rate to Clonsilla had been recently reduced from 10s. 6d. to 10s. 3d. for 100 lbs. of van. The Company also pointed out that the rates from Tallaght and Clonsilla were reduced by the proximity of the ports of Wick and Wexford, respectively. The complainant finally allowed the matter to drop.
Aug. 25, 1906.	Edw. G. Keane, Secretary, Pure and Murkitt, Abbeyville, Thurston P. J. O'Sullivan, M.P.	Great Southern and Western.	That on the occasion of a fair at Abbeyville in August, although vans were sent to the railway premises from 5 o'clock in the morning, no waggons were available to take them away until about 2.30 p.m. A similar complaint was made with regard to the September fair, and the Board subsequently referred a resolution adopted by the Town Council's Association of Abbeyville, protesting against inadequate loading and unloading accommodation, &c., at Abbeyville Railway Station.	The Board of Trade transmitted these complaints to the Company, who replied that on the occasion of the August fair, waggons were available at 5.30 a.m., and that after waggons were despatched by 2.5 p.m., each day as occurred in the supply of the required number of trains from due to the continuous output of the fair. At the fair in September the Company stated that there was very shortage of trucks, the animals comprising more than 100 species, all being despatched by 2 p.m. The Company subsequently informed the Board of Trade that arrangements had been made for improving the loading and unloading accommodation at the station in question, and the reply was communicated to Mr. O'Sullivan, from whom no further communication has been received.

## NEW CASES.

No.	Date.	Name of Complainant.	Name of Carrying Company.	Substance of Complaint.	Result of Enquiry.
1	Nov. 17th, 1906.	M. D. O'Connor, Clonsilla.	Great Southern and Western.	That the Company refuse to give him delivery notes in connection with empty fish boxes which have been returned in time by various traders in England and Ireland.	The Board communicated with the Company, who explained that delivery notes were only made out when the waggons were "cleared" in "per" in traffic, and that it was not their practice to give such notes at the destination where the necessary charges had been prepaid. They stated that, as far as they were, they were obliged to give such receipts. The Board sent a copy of this reply to the complainant, who made no comment thereon.
2	Nov. 20, 1906.	Clancy Bros., Clonsilla.	Midland Great Western (Ireland).	Complaining of the rates charged on such traffic. The complainant gave certain reasons in support of their case:— (1) That the rates from Galway and intermediate stations in Clonsilla are out of proportion to the rates from Dublin. (2) That they were charged to send 1c. 4d. for the carriage of eight pounds-weight of rabbits and 12 pounds of potatoes from Clonsilla to Dublin. (3) That the rate for empty parallel waggons from Clonsilla to Dublin is 3s. 6d. per ton. (4) That they were charged to 1d. for the carriage of 1c. 4d. per weight (14 lbs. from Clonsilla to Dublin) whereas the corresponding charge for a parcel of 1c. 4d. weight was only 1d.	The Company replied that:— (1) The rates for goods from Galway and intermediate stations in Clonsilla were upon the same scale as generally on the railway. (2) They could not treat the items referred to. (3) That was the current rate, being in accordance with the general scale in 1d. per cwt. and 1c. 4d. per cwt. for delivery for returned empty fish boxes stations in Ireland. They added that a rebate of 1d. per cwt. was made to traders carrying the waggons in Dublin. (4) An overcharge of 1d. had been made in the case of the empty waggons, which overcharge would be refunded to the complainant. Copies of these replies were sent to the complainant, who did not press these complaints further.

COMPLAINTS received by the Board of Trade—continued.  
NEW CASES—continued.

No.	Date.	Name of Complainant.	Name of Railway Company.	Nature of Complaint.	Result of Inquiry.
3	Dec. 1896.	J. Gibson, Longrick, Through M. Joyce, N.Y.	Great Southern and Western, Great Western	That a consignment of butter sent from Elmridge to Maiden on the 6th November was not delivered until the 18th idem.	The Board communicated with the Company, who explained that the traffic was increased on the 6th November and was stopped by the Great Western Railway Company at Maiden Station on the 14th idem, being detained to the consequence on the 17th idem. They explained the delay in this case to be that the goods were not addressed to the consignee, but were sent under mark, without even one of the distinctive "white label" marks. Consequently, difficulty was experienced in identifying the consignment, but the packages were eventually re-packed and delivered. The complainant was not satisfied with this explanation.
4	Dec. 1896.	R. Gibson, Longrick, Through M. Joyce, N.Y.	Great Southern and Western, Great Western, The Vale	That a consignment of butter sent from Longrick to Fonth on the 24th November had not been delivered on the 4th December.	The Board communicated with the Company concerned, and were informed that the goods were loaded over to the Great Western Railway Company at Maiden on the 24th November and were shipped the same day, being received by the Vale Railway Company at Maiden on the 25th idem. The latter Company explained that the traffic reached Maiden late at night, after the proper staff for the traffic had left, and was transferred for Fonth, where it arrived on the night of the 30th. They admitted that delay was occasioned here partly owing to the necessity for a further transfer, and partly to the pressure of Christmas traffic in which the small consignment in question was overlooked. The complainant was not satisfied with this reply.
5	Dec. 1896.	W. J. M'Pudley, Swindon.	County Down, Great Southern and Western, Midland Great Western (Ireland).	Complaint of the charge of £15 for 1½ tons made for the carriage of 2 tons 1½ cwt. of luggage from Clontarf to Swindon, the same having been sent via Clontarf, whereas a more direct route was by Banbridge and Ballyclare.	The Board communicated with the Company concerned, who explained that through an error the traffic in question had been forwarded via Clontarf. It was held that a through railway had some been arranged for the shorter route, and that the difference in charge had been reduced to the complainant.
6	Jan. 21, 1897.	J. Ormsby Bowler, Ballyclare.	Cavan and Leitrim, Midland Great Western (Ireland).	That there is no cart weigh-bridge at Ballyclare goods station. The complainant considered that a facility was necessary in order to enable traders to check the weight of their traffic.	The Company replied that they were sorry a carting Company, and that they had an available scale to meet the expenditure incurred in the provision of a weighbridge. They added that if any suspicion should be entertained as to the accuracy of the weighing, goods could be weighed on the public weighbridge at Ballyclare. The complainant was not satisfied with this reply, and the Board informed him that the question whether a weighbridge at a particular station was a facility such as the Company should provide, would have to be a matter within the jurisdiction of the Railway and Canal Commission.
7	Feb. 2, 1897.	Peter Keenan, Carrick.	Midland Great Western (Ireland).	(1) Complaint of the charge made for the carriage of a consignment of fish from Ballyclare to Ballyclare. (2) That he sent three wagons of fish from Clontarf, but had to pay for four wagons.	The Company stated— (1) That the fish were correctly charged, but, as the station was small, the special rate for Clontarf would be applied, and the difference in charge explained to the complainant. (2) That four wagons were used for the conveyance of the animals in question, and that the charges were therefore correct. A copy of this reply was sent to the complainant, from whom no further communication had been received by the Board.
8	Feb. 1897.	Chas. Best, Clontarf.	Midland Great Western (Ireland).	That through an alteration in the train service, goods have to wait to reach Clontarf from Dublin then they did formerly.	In reply to a communication from the Board, the Company stated that they had not made arrangements for the forwarding of goods to Clontarf, which they trusted would meet the case.
9	April 1897.	Committee of the Friesendroven Post, N.Y., Through M. Joyce, Friesendroven.	County Down, Great Southern and Western (Ireland).	That goods loaded to the Great Southern Railway Company (Ireland) at Friesendroven (the junction with the line from Friesendroven) at 9.35 a.m. were not trucked to London until the following morning.	The Board communicated with the Company, and were informed that goods were loaded to leave Friesendroven at 9.35 a.m. and at 1.40 p.m. It was added that the goods service was the most suitable for the general traffic, and that the amount of the goods sent from Friesendroven was insufficient to justify an additional train. When forwarding their explanations to the complainant, the Board suggested that the Committee might communicate directly with the two Companies with a view to arrangements being made, if possible, for cooperation with views at the junction. Nothing further has been heard from the complainant on the subject.



## COMPLAINTS received by Board of Trade—continued.

## NEW CASES—continued.

No.	Date.	Name of Complainant.	Name of Carrying Company.	Nature of Complaint.	Result of Inquiry.
20	July 1907.	Irish Co-operative Agency Society, Ltd., Limerick. Through M. Joyce, M.P.	British and South Eastern.	That a consignment of butter, instead of being loaded at the through rate, from Gloucester to Glasgow, was loaded to Dublin at the local rate and thence to Glasgow.	The Company explained that the error was due to the failure of the station master (who had been removed from office) to enter the through rate in the rate book. The train was consequently charged at the local rate from Gloucester to Dublin, whence it was shipped to Glasgow, but the consignment complained of had been released.
21	July 1907.	E. Wilson, Limerick. Through M. Joyce, M.P.	Clydebank, Great Southern and Western.	Complaints of the charge of 5s. 10d. made for the conveyance of four boxes of butter weighing 2 cwt. 1 lb., 4 lbs. from Limerick to Loughbeg via Dublin.	In reply to a communication to the Board of Trade the Clydebank Railway Company pointed out that the rate was considerably below the maximum prices of the Company. The route by which the traffic was conveyed in accordance with the railway's special instructions, was an unusual one. Had the goods been sent to Glasgow via the Great Southern Company, the charge for the traffic would have been 4s. 10d. A copy of this reply was sent to the complainant, from whom no further communication has been received in the matter.
22	July 1907.	Irish Co-operative Agency Society, Ltd., Limerick. Through M. Joyce, M.P.	Great Southern and Western, North Eastern.	That a box of butter consigned from Limerick to Birmingham via Dublin and Glasgow on the 11th July was not delivered until the 8th.	The Board communicated with the Company concerned and were informed that the butter in question reached Dublin on the 11th and was received at Glasgow from Glasgow on the 15th, too late to be transhipped and forwarded in the daily train to Birmingham. It was therefore sent forward on the 17th and was delivered on the morning of the 18th, the delay being attributed to the fact that a boat had not then been sent to Glasgow. Copies of these explanations were sent to Mr. Joyce.
23	August 1, 1907.	E. Wilson, Limerick. Through M. Joyce, M.P.	Great Southern and Western and other Companies.	That a consignment of butter sent from Limerick to North Shields had not been delivered ten days after the date of dispatch.	The Board communicated with the Great Southern and Western Railway Company, who stated that the North Eastern Railway Company had assumed responsibility for the delay and had paid the complainant's claim in connection with the matter.
24	August 5, 1907.	E. Wilson, Limerick. Through M. Joyce, M.P.	Great Southern and Western and other Companies.	That two consignments of butter despatched from Limerick to Cheltenham on the 26th July and 1st August, respectively, were five or six days in transit.	The Board communicated with the Great Southern and Western Railway Company, who stated that the train involved on the 26th July was delivered on the 31st idem, whilst that which was loaded over to them on the 1st August arrived at London on the 1st idem, and was delivered at about 9 a.m. on the 6th Sunday and Bank Holiday morning. The complainant admitted in a subsequent letter that the consignment was not despatched with the above.
25	August 25, 1907.	Angler Co-operative Agricultural and Dairy Society, Ltd., Antrim.	Great Northern.	That empty boxes for packing butter were carried from Belfast to dirty cattle wagons.	The Company stated that the wagons in question were very imperfectly clean, having been recently unladen, and that the boxes were in perfect condition on unloading, and the consignment signed for them without remark. The complainant did not pursue the matter.
26	Sept. 1907.	Strathgordon Agricultural Association.	County Down Rail.	That the rate books of Strathgordon do not show whether the rates for traffic in Class 1 to 3 of the through rates include charges for collection and delivery.	The Board Committee explained that the rate books in question did show that the rates were not to be inclusive of charges for collection and delivery. A copy of this reply was sent to the Association.
27	Oct. 1907.	J. Colburn (Strathgordon Agricultural Association).	County Down Rail.	Complaining of the difficulty of ascertaining how certain rates are made up. Complainant gave a list of rates, analysis of which he had not been able to obtain from the Joint Committee.	The Board communicated with the Joint Committee, who supplied analysis of the rates in which they considered the complainant to be interested. The Board commended the information to the complainant, who made no comment upon it.

COMPLAINTS received by Board of Trade—continued.  
NEW CASES—continued.

No.	Date.	Name of Complainant.	Name of Company.	Nature of Complaint.	Results of Inquiry.
25	Oct. 1897.	Migrahy Bros., Ltd., Waterford.	Great Southern and Western.	Complaint as to the alleged insufficient supply of coal wagons on the Great Southern and Western Railway, and as to the difficulty placed in the way of the use of private wagons.	After correspondence, this complaint was discussed at a meeting of the Board of Trade, at which the complainants stated that through the inactivity of the Company to supply a sufficient number of coal wagons, they had been obliged to purchase a number of private wagons to supplement the Company's supply, and they stated that the Company refused to work these private wagons so long as they were supplied by the Company. The Company, however, replied that while the Irish Railway Companies were under no statutory obligation to provide wagons for traffic in Class 2, they had been accustomed to supply them, and they contended that the complainants required them to have a greater number of wagons than they otherwise would have had. They accordingly stated that they did not see their way to allow the complainants to supply a portion only of the wagons required for their coal trade, in such a practice would cause more of the Company's wagons to be idle for a portion of the time. The Company, however, agreed to the suggestion that there should be the wagons which were in the possession of the complainants and supply a certain number of new wagons within a specified time, but the complainants would not accept this as a settlement of their complaint.
26	Dec. 1897.	Holden Bros., Enniscorthy.	Great Northern (Ireland).	Complaining of the rate of 5s. 1d. per ton charged for the carriage of coal from Belfast to Enniscorthy, compared with the rate of 4s. 10d. per ton from Belfast to Corktown, and so on to Enniscorthy.	The Company stated that the Enniscorthy rate was well within their maximum rate for coal, and that a large quantity of coal was used for manufacturing purposes at Enniscorthy, while at Enniscorthy the traffic was much less, the coal being used for domestic purposes only. They added that there was competition in the carriage of coal to Corktown.
27	Dec. 1897.	F. J. Connolly, Clifton.	Midland Great Western (Ireland).	(1) That he was charged the rate applicable to London for the carriage of five Coombeau points from Bournemouth to North Wall. (2) That the Company refused to refund to him the carriage charged for the carriage of two two-horse from Mullingar to Athlone. The complainant stated that the horses in question had originally been sent from Clifton to Mullingar, and that in accordance with the regulations for the carriage of livestock they should have been returned from Mullingar to Clifton free of charge. He added, however, that as there was no proceeding at Mullingar, on Monday to enable him to reach Athlone the horses were taken to Mullingar. (3) That he was charged full return fare for the carriage of a passenger from Clifton to Galway and back. He stated that the horse was conveyed from Clifton to Bournemouth, and had reached Galway before he was informed that the claims to which the horse was being sent were postponed, and he considered that in accordance with the regulations the horse should have been carried back free of charge from Galway to Clifton. (4) That the Company refused to refund an amount made by a wagon of power from Westport to Ross.	(1) The Company refused the charge to the complainant, and they had advanced the difference in charge to the complainant. (2) The Company remarked that, while the regulations were returned free of charge from Mullingar to Clifton, they could not comply with the request that the horses should have been returned free from Mullingar to Athlone, as the regulations required that two-horse, to be conveyed free, should be returned to the station from which they were originally forwarded. (3) The Company contended that the conditions under which the horse should be conveyed back for sale not complied with, and that they consequently could not refund the charge made for the horse returning from Galway to Clifton. (4) The Company explained that the claim was looked to Dublin and thence to Ross, which amounted for the full charge; and added that the ticket had been returned to Ross. Westport to Ross, and the difference in the charge advanced to the complainant.
28	Jan. 1898.	R. S. Deane, Slough.	Great Northern (Ireland).	That the rates of 4s. 10d. and 4s. 1d. per ton respectively for coal from Belfast Quay and Slough to Slough were excessive, compared with the corresponding rates of 4s. 10d. (last of October) and 4s. 10d. (1st of October) to Corktown, which is a greater distance.	The Company replied that the rates for coal to Corktown were at that time in an unsettled state, in consequence of some reduction that had been made in the rate from Slough. The rate to Slough was, however, stated, and they did not consider that there was any cause for complaint. The Complainant was not satisfied and the Board referred him to the question of undue preference could be satisfactorily determined only by the Railway and Canal Commission.
29	March 1898.	J. and W. Nolan, Dublin.	Great Southern and Western.	That the Company refused to pay compensation in respect of damage to a consignment of corn sent from Ballymoe to Dublin in December, 1897.	The Company explained that the corn was consigned at over 500 lbs., and that the claim was declined because there was no reason for supposing that the breaking occurred in the railway rather than in any other part of the journey.



## COMPLAINTS received by Board of Trade—continued.

## NEW CASES—continued.

No.	Date.	Name of Complainant.	Name of Carrier Company.	Nature of Complaint.	Result of Inquiry.
23	August 25, 1906.	H. Gibbons, Crediton, Devon, Russ.	Edinot and County North.	That the charge of 4s. 6d. for the carriage between Exeter and Bishops of two cart wheels and a damaged suitcase, damaged by rain and partly by fire from Exeter to Bishops, at a through charge of 2s. 6d., was excessive.	The Company replied that the passenger was not really charged at the Class 3 rate from Exeter to Bishops. Complaints made as far as Bishops, including 1d. for cartage to Bishops Quay, and that owing to the bulky nature of the suit the charge was not really intended for cartage to Bishops, but they offered to refund a difference of 1s. 7d. if the passenger could prove that the suit was really intended for cartage as stated in the complaint.
24	Sept. 1906.	F. J. Connolly, Chelms, Essex (London).	Midland Great Western (London).	That he was charged 2s. 10d. for the carriage of 20 cwt. of hay from Exeter to Chelms, although he understood the charge would be 1s. 6d.	The Company replied that the hay, having been loaded loosely, occupied two wagons, that it was correctly charged with a minimum of 3d. per cwt. per wagon, i.e. as far as Exeter at 12s. 3d. per ton, and that if it had been packed so as to contain the 20 cwt. to be put into one wagon, the charge would have been only 12s. 3d.
25	Nov. 1906.	S. Gibbons and Sons, Ltd., London.	London and South Western and London and North Western.	That they are caused much inconvenience through the withdrawal of a station to station rate formerly in operation for coal, meat, and grain from London to Bishops.	The Company replied that a rate schedule of 1d. per ton for cartage in London had been issued for the purpose of the station to station rate, and that the consequence of the trading community, that the present was the only complaint received in the subject, and that the last amount was at once reduced to any station who performed the cartage service. The complainant, however, pointed out the reduction of a station to station rate, and the Board are still in communication with the Company in the matter.
26	Nov. 21, 1906.	D. Jones, Millers, Dordrecht.	London and South Western and London and North Western.	That the Company declined to pay a claim of 4s. 6d. in respect of goods and damage to a consignment of eggs, despatched from Exeter to London on March 15th, 1905, and not delivered until the 15th. The complainant stated that the eggs had been incorrectly forwarded by the Company to "D. Jones" instead of to "D. Jones and Co."	The Company explained that the eggs reached London on the 15th (the day), but late in the afternoon that day, that they were tendered for delivery on the 16th, but being refused were carried back to the station to await orders, and were ultimately forwarded on the 16th. The Company further stated that the error in forwarding did not appear to have been the cause of any delay, which was rather due to the negligence of the person who found a consignment, and that no reference to the case being in bad order were made by the person who took delivery of it. In subsequent correspondence, the Company offered to pay 1s. 6d., but the complainant considered this sum to be inadequate, and he was informed by the Board that it did not appear to them that they could satisfy over the matter further.
27	Dec. 1906.	Mrs. A. M. Livingston, London.	Great Central, Great Northern (Hendon).	That a parcel of 24 lbs. in weight sent from Exeter on 21st December was not delivered at Exeter on 26th December, that it was damaged and tangled with its contents and covered by goods received by passenger train.	The Railway Companies explained that the parcel in question was received at Exeter on the 21st, but late in the afternoon that day, that it was despatched as early as possible on the next day arriving in London on the 22nd, and that it was unavoidably delayed as no goods trains were run on the 23rd (Christmas Day), 24th, or 25th (Boxing Day). The Complainant further pointed out that while the box was somewhat crushed, there was no proof of damage, and that no instructions were received from the sender to forward by passenger train. Their explanation was not satisfactory to the complainant, who was subsequently informed that it did not appear to the Board that they could satisfy her further in the matter.
28	Dec. 1906.	Mrs. A. M. Livingston, London.	Great Northern (Hendon), Midland & R. and Chelms.	That a bundle of fruit sent despatched from Exeter to London on the 17th December was not delivered until the 18th and was damaged by rain and partly by fire, and that it was damaged and tangled with its contents and covered by goods received by passenger train.	The Board communicated with the Companies concerned, and were informed that the traffic was managed by the sender to the Midland Railway Company, agent at Exeter. Then, as, however, the complainant had been immediately informed by that Company that the carriage charge of 1s. 11d. from Exeter would be refunded to the complainant.
29	Feb. 1907.	F. Denny, Colchester, Essex.	Great Southern and Western.	That he is required to prepay charges for the carriage of cattle from Exeter, although on such rate applies in other stations, e.g., Tisbury.	The Company stated that it was the rule for all Companies to require prepayment of the charges for the carriage of cattle, and that although an exception was sometimes made, they could not undertake to accept and forward cattle gratuitously without prepayment of the charges.
30	Feb. 1907.	D. Jones, Millers, Dordrecht.	London and South Western and London and North Western.	That the Company refused to pay a claim of 2s. 10d. in respect of the loss of a consignment of goods sent to Exeter in March, 1907.	The Board are in communication with the Company in the matter.

## APPENDIX No. 23.

## TRALEE AND DINGLE LIGHT RAILWAY AND TRAMWAY.

COPY OF REPORT to the Board of Trade of the Inquiry into the accident at Camp, on May 22nd, 1893, held in Tralee Courthouse on June 7th, 8th, 9th, and 10th, 1893. Handed in by Sir Herbert Jekyll, K.C.M.G., at the Sitting on December 14th, 1906.

BOARD OF TRADE, 5 ROCKINGDON TERRACE,  
WHITEHALL, LONDON, S.W.,  
28th June, 1893.

Sir,

I HAVE the honour to report, for the information of the Board of Trade, that in compliance with the instructions contained in the Order of the 28th of June, under the provisions of the "Regulation of Railways Act, 1871," ss. 34 and 35 Vic., c. 78, ss. 7 and 8, I have held a public and formal inquiry into the cause of, and the circumstances attending, a fatal accident which occurred on the 22nd ultimo near Camp, on the Tralee and Dingle Light Railway and Tramway, being assisted by Mr. Richard Adams, &c. The inquiry was opened at the Courthouse at Tralee on Wednesday, the 7th inst., and was continued upon the three following days, twenty-five witnesses being examined during the proceedings. Upon the 7th inst., accompanied by Mr. Adams, I made an examination of the scene of the accident, and upon Sunday, the 11th inst., I travelled over the line with an experimental train composed of the same number and description of vehicles as that to which the accident happened, but not of the same weight, as the cattle wagons were not loaded.

The following gentlemen appeared to represent certain interested parties, viz. —

Mr. Thomas Haggard, Solicitor, for the Tralee and Dingle Light Railway Company.

Mr. T. Harrington, M.P., instructed by Mr. Murphy, for the Tralee Commissioners.

Mr. B. O'Connor Hargan, Solicitor, for the goods of the train, Thomas O'Leary, and for two injured persons.

Mr. Charles Murphy, Solicitor, for the representatives of the deceased driver, Alfred Redshaw, for Lord Vestry, and for other railwaymen.

Mr. Daniel G. O'Reardon, Solicitor, for two injured persons.

I am indebted to these gentlemen for the assistance rendered by them in the investigation, and to the company for plans and sections of the line and drawings of the engine and rolling stock.

The evidence, which was given on oath, was taken down verbatim, and is appended to this report.

## History of the Railway.

The Tralee and Dingle Light Railway and Tramway was constructed under the Act of 1880, 23 and 24 Vic., c. 122, "to facilitate external communication in Ireland by means of tramways or railways," as amended by subsequent Acts of 1881, 1871, 1883, and 1893.

In accordance with the provisions contained in these Acts, the undertaking, promoted in 1884, was in July, 1894, considered and approved by the Grand Jury of Kerry and by the Town Commissioners of Tralee, who had before them the deposited plans and sections, the report made by the County Surveyor, dated 5th July, 1894, and the report of the Board of Works, dated 11th July, 1894, copies of which are attached. The scheme was approved, was duly passed by the Committee of the Free Council, and the construction of the line in accordance with the plans deposited, was finally authorized by an Order in Council dated 17th September, 1898, a copy of the plan being afterwards sent to the Board of Trade, in pursuance of section 22 of the Order in Council, on the 16th October, 1898.

There were deviations authorized in 1893, but these were not within some distance of the scene of the accident, and do not affect the case under consideration.

The line was commenced in 1893, was finally completed in 1895, and under the powers conferred by the Regulation of Railways Act, 1842, 5 and 6 Vict., c. 85, ss. 3, 4, 5, and 6 (copies of which sections are appended), was inspected by the Board of Trade in December, 1890, and re-inspected in March, 1891, in which month it was opened for traffic.

The entire capital of the line is £150,000, all of which has been expended, and on £150,000 of which there is a guarantee of four per cent. interest by the co-owners of three baronies and the Tralee sanitary district in the following proportion, viz. —

	£.
Cork quay, . . . . .	50,000
Glennacree, . . . . .	15,000
Trillickmuck, . . . . .	30,000
Tralee (Sanitary District), . . . . .	5,000

The Treasury escapes the guaranteeing bodies to the extent only of 2 per cent. on £150,000, and these bodies are liable for any excess of the working expenses of the line above the income, which excess during the past year amounted to about £2,500.

## Description of the Line.

The line is single, except at stations, and the gauge is three feet.

The main line from Tralee to Dingle, on which the accident happened, is 31 miles 23 chains in length, of which 27 miles 61 chains are laid along the side of the public road, and may be considered as a tramway, the remaining 3 miles 11 chains being a light railway through fields and mountain land.

The permanent way, which is laid in accordance with the specification, mostly consists of —

1. Flat-bottomed steel rails, weighing 45 lbs. per yard, spiked at the joints, and secured to the sleepers by six  $\frac{1}{4}$ -inch tang bolts, and 10 dog spikes to each 20 ft. rail.

2. Transverse sleepers of larch, Scotch fir, or oak, laid 1 ft. 8 ins. apart at the joints, and 2 ft. 10 ins. apart elsewhere, the smallest of the sleepers being 5 ft. 11 ins. in length and 8 in. x 4 in. in section.

3. Ballast of broken stone.

The steepest authorized gradient has an inclination of 1 in 30, and the sharpest authorized curve has a radius of 3 chains.

## Scene of the Accident.

The scene of the accident was near Camp Village, 10 miles 29 chains from Tralee, at the west end of Carraduff Viaduct, over the small River Fingham, the rocky bed of which is 31 ft. 3 ins. below the level of the rails. The viaduct has two masonry arches of 35 ft. span on the skew, with a masonry parapet, and it is upon a three chain curve.

This curve, which extends from 10 miles 544 chains to 10 miles 61 chains, is provided with a check rail inside the low rail, and the high rail has a super-elevation of between 4½ ins. and 5 ins. Upon this curve the low rail and check rail are laid on cast-iron chairs, secured to the sleepers by large tang-bolts (Great Southern and Western type); the high rail is secured to the sleepers by 11 large tang-bolts in each 30 ft. length, with alternate spikes, and, as upon other sharp curves in the line, iron tie-bars are fitted to hold the rails to gauge.

The curve is a left-handed one to trains running from Dingle to Tralee, and it is approached from the west by a piece of straight line 6 chains in length, following a right-handed curve of 9 chains radius.

The summit level of the railway is at 13 miles 60 chains, or about 3 miles west of Carraduff Viaduct, and from this point the line falls steeply to the Viaduct, the gradient shown on the authorised plan being as follows:—

Falling 1 in 31 for 1 mile 32 chains, falling 1 in 30 for 1 mile 1 chain, horizontal for about 3 chains, falling 1 in 30 for 25 chains, and then horizontal for about 7 chains across the viaduct.

These gradients have been slightly modified, and to some extent improved, for there is a length of 16 chains on 1 in 35 half way down the incline, and, at the foot of the incline, instead of the 1 in 30 gradient running suddenly out on to a horizontal piece across the viaduct, the gradients from Camp Village to the viaduct, a distance of a quarter of a mile, are actually 1 in 26, 1 in 30, and 1 in 100 across the viaduct.

From the summit at 13 miles 60 chains to Skillogh level crossing, at 13 miles 36 chains, the line is a rail-way through fields; but from this point to Camp Village it is for nearly the whole distance a tramway along the side of the road, the last few chains from Camp to Carraduff Viaduct being again off the road.

#### Description of Train.

The train to which the accident happened was a special fair train fixed to leave Dingle at 1.5 p.m., Laspole at 1.30 p.m., and Annemoul at 2 p.m., and to arrive at Castle Gregory Junction at 3.10 p.m. and Tralee at 4 p.m.

It was made up as follows:—Engine, seven cattle wagons laden with pigs, one third class carriage, and guard's van.

The following are the weights and the lengths over the buffers of the different vehicles composing the train:—

	Weight.		Length over Buffers.	
	Tons.	Cwt.	Ft.	In.
Engine (with tank and bunker full) (est.)	35	0	25	11
Cattle Wagons.	2	15	36	1
Third Class Carriage.	3	10	38	1
Guard's Van.	2	15	18	1

The passenger carriage had two four-wheeled bogies, and the cattle wagons and the guard's van were four-wheeled vehicles.

The total length of the train, including the engine, was 106 feet 8 inches, and the total weight, including the weight of the engine and the weight of the passengers and the live stock (estimated at 2½ tons and 14 tons respectively), was 70 tons.

#### Description of Engine.

The engine was built by the Hunslet Engine Company at Leeds, was used by the contractors when constructing the line, and was handed over to the company in 1891.

It is an eight-wheeled tank engine, with six wheels coupled, and a leading two-wheeled bogie pony truck. The entire pair of the coupled wheels are not dangled. The wheel base is as follows:—

	Ft.	In.
Bogie wheels to leading wheels.	8	10
Leading wheels to driving wheels.	4	3
Driving wheels to trailing wheels.	4	6

The estimated weights on the different pairs of wheels, with tanks and bunker full, are:—

	Tons.
On bogie wheels.	6½
On leading wheels.	7½
On driving wheels.	7½
On trailing wheels.	8½
Total.	30½

The diameter of the coupled wheels is 3 ft. 4 in., and that of the bogie wheels is 2 ft.

The diameter of the cylinders is 1 ft. 1 in., and the length of stroke is 1 ft. 6 ins.

The repair books in the shops do not seem to have been very carefully kept, but, as far as can be gathered from the evidence, this engine was put into a proper state of repair when it was first acquired by the company, and was last thoroughly repaired in November, 1890, since which time it has run 8,555 miles. It was also in the shops for repairs on 14th February, 18th March, 24th to 26th March, and 20th to 22nd May. Upon this last occasion a new right-hand side trailing spring was put in, and the brake blocks were adjusted, and it was stated in evidence that it was in good running order when it left the shops.

#### Brakes.

The whole train, including the cattle wagons, was fitted with the automatic vacuum brake, capable of being applied by the driver, or by the guard if necessary, and working blocks upon every wheel on the train, except the bogie wheels of the engine, so that out of the total weight of 70 tons 84½ tons were upon braked wheels.

In addition to this, there were ordinary screw hand-brakes upon the engine and the guard's van, and the side levers for working the blocks on one pair of wheels of each of the cattle wagons.

The automatic vacuum brake was supplied by the Vacuum Brake Company, and, although the parts were in proportion to the size of the stock, and therefore smaller than those fitted to ordinary trains, they were of the usual pattern, except that the valve in the guard's van was not fitted so as to open automatically upon a sudden application of the brake by the driver.

#### Mode of Working.

The line is ordered by the Board of Trade to be worked, and the company has given an undertaking to work it, dated 2nd March, 1891, in accordance with the following rule:—

"The line between (1) Tralee and Camp Junction, (2) Camp Junction and Annemoul, (3) Annemoul and Dingle, (4) Camp Junction and Castle Gregory, shall be worked by only one engine as steam, or by two or more coupled together at one end the same time, such engine or engines to carry a distinct staff for each of such sections."

#### Limits of Speed.

The speed of trains throughout this light railway is limited by the Order in Council to 25 miles an hour at any point, and by Board of Trade Orders, dated 18th May, 1891, issued after the inspection of the line, and following the special recommendations of Major-General Hutchinson, C.B., the officer who made the inspection, the speed was restricted at certain places to the following extent, viz. —To 12 miles an hour where the railway lay along the side of a road, to six miles an hour through any town or village, to two miles an hour at certain street and road crossings, and to five miles an hour

- (1) at the oblique crossings of all roads when approached on the level or on a falling gradient;
- (2) on the sharp curves on each side of the viaduct at ten miles 58 chains on the journey from Dingle to Tralee.

A further limit was imposed by the company engine speed of six miles an hour all the way down the incline from Glenmaguig to and beyond Carraduff Viaduct, as will be seen from the following extracts from the instructions issued to the servants of the company, applying, among other matters, to the use of brakes and speed of trains:—

"Instructions to engine drivers and guards.—Before starting at the beginning of each journey the train must be examined to see that the brake fittings are in good working order and tested; also that the engine and all vehicles are properly coupled and in working order, and that the tender hand-brake is in proper working condition, and carriage and wagon axes oiled and trimmed."

"Before starting the guard must see that the proper vacuum is registered by the indicator in his van for the effectual use of the brake."

"All up trains must come to a dead stop at the top of Glen-as-galt incline, and, if more than three vehicles are on, to pin (sic) down the wagon brakes, and the speed to Scollagbeg Cottage not to exceed six miles an hour. After passing that point the brakes may be lifted. The engine hand-brake must also be used on this incline."

"Speed of trains, &c.—The speed of trains on approaching the junction should not exceed five miles an hour, and should be reduced to two miles on a boat when passing over the facing points. Drivers must be prepared to pull up at once if at any station or gate the signals are against them."

"The speed between Tralee Junction and Great Southern and Western Company's terminus not to exceed two miles an hour. The speed over the crossings on the line to be reduced to ten miles an hour, and over the crossings near Tralee to five miles an hour. The speed on the country roads where the line is running not to exceed twelve miles an hour, and where the line is fenced off, not to exceed twenty-five miles per hour, slowing off to ten miles an hour for the steep curves or down the steep gradients of 1 in 30."

"The drivers must always be prepared to pull up if necessary when on the road in passing native houses, cottages, &c."

"In crossing the road at Blesnaville from the curve to the station the speed must on no account exceed two miles an hour. In crossing the road at 17½ miles not to exceed two miles an hour."

"At the oblique crossings of all roads the speed must not exceed five miles an hour."

"On the steep curves on each side of the viaduct at 10 miles 36 chains not to exceed five miles an hour."

"In crossing Laspole Bridge 10 miles in hour."

#### Details of the Accident.

The train due to leave Dingle at 1.5 p.m. did not start until about 1.30 p.m., according to the evidence of the guard, who speaks from recollection only, as he has lost his notes, and it seems, from the description given by this man, to have lost time all the way. It was in charge of Alfred T. Redshaw, the locomotive superintendent of the line, acting as driver, with fireman Richard Dillon, and permanent way inspector Bernard Loughlin as the engine, and guard Thomas O'Leary in the guard's van. The vacuum brake was, by the direction of the driver, and in spite of the guard's remonstrance, cut off before the train started, in order to save the steam which it is necessary to use in keeping the small ejector running, and in consequence apparently of having no continuous brake in working order, the train which left Laspole at about 3 p.m. overran the station at Armacool, which is near the foot of a steep incline, by a considerable distance, and had to set back past the station to take water at the water-colours.

The guard then refused to travel any further without the brake being brought into use, and the train started with a vacuum of about sixteen inches, but had not proceeded far above 300 yards when at time to a standstill on a rising gradient of 1 in 32, and had to back into the station again to make a fresh start. After restarting, it again got into difficulties, which, as described by the guard, continued for the greater part of the way to Enniskilbeg, a distance of 9½ miles, the engine coming to a standstill at several places, and being unable at two places at least to start again for nearly half an hour.

About half-way up the incline, between Enniskilbeg and the summit, the train again stopped, and, after some discussion between the guard and the driver, the vacuum brake was cut off upon reaching a level piece of line, and the train proceeded without any further stop until it reached Glen-as-galt, the summit, where, as usual, it was brought to a stand.

In accordance with the regulations, the side levers working the wagon brakes were then placed down by the guard, assisted by the permanent way inspector, Loughlin, who was riding upon the engine throughout the journey, and after a short delay the driver, after blowing up the vacuum to 17 inches, as stated to be shown by the gauge in the guard's van, started his train. It is unfortunate that there is no accurate record of the time and

place of all the delays, and of the time at which the train commenced the descent of the incline to Curragh Viaduct; but, whereas the train was due at Castlegregory Junction, three-quarters of a mile beyond Curragh Viaduct, at 3.10 p.m., it would appear from the evidence of Walter Dury that the accident occurred soon after 20 minutes to 5 p.m., and therefore probably the train left Glen-as-galt at about 25 minutes to 3.

Owing to the death of all the men (three) upon the engine, the only account of the company who can speak to the subsequent events between the time that the train left Glen-as-galt and the time at which the accident happened, is the guard, Thomas O'Leary, and according to his statement, the driver made an unusually quick start, and entirely lost control over his train very soon after it had started; but judging from the evidence of John Driscoll, the quickstopper at Skillybegh crossing, about a mile down the incline, and, to some extent from the evidence of Mr. Singleton Goodwin, the County Surveyor, who, when walking towards Castlegregory Junction, saw the train from a distance, the speed at that point, although greatly in excess of the regulated speed of six miles an hour, does not appear to have been so great as the guard estimates it to have been. However, whether or not the driver had lost control over his train before reaching Skillybegh crossing, it is certain that he must have done so shortly afterwards, for there is little doubt that when the train reached the viaduct the speed was very high, probably nearly forty miles an hour, and after entering the sharp curve west of the viaduct the engine left the rails on the right hand side over the high rail of the curve, and with the exception of the rear van, which remained upon the line, across the rail, with the leading and against the parapet of the viaduct, and with the coupling broken, and the third class carriage which came to rest upon the embankment, with the leading and downwards, the whole train was precipitated into the bed of the river, the wagons being piled up in a heap, and completely wrecked, and the engine being found on its left side at the far side of the river, 40 yards from the point where it left the rails, turned nearly at right angles to the line, with the leading end pointing towards the viaduct.

The cab was detached, and the three men who had been riding upon the engine were underneath it terribly injured, Redshaw living for only a few minutes, and Dillon and Loughlin dying the same evening after their removal to Tralee.

There were about 37 passengers in the train, nine of whom were in the guard's van, which remained on the line, and the remainder in the third class carriage, and of these passengers it is stated that thirteen were injured, some of them seriously.

(A nominal roll of the killed and injured persons is appended.)

There were about fifty pigs killed, and a great number injured, the engine and seven cattle wagons were practically destroyed, and the passenger carriage and guard's van were much damaged.

#### Causes of the Accident.

In this case it is most remarkable that there was no trace left upon the top of either the high rail of the curve, or the check rail inside the low rail, of any wheel flange running over the rail, that there was very little disturbance of the road, and that the first mark upon the permanent way of any wheel having left the rails was outside the high rail upon the end of a sleeper. There was a cut upon this sleeper, the thirtieth sleeper east of the commencement of the check rail and 18 feet east of the commencement of the three chain curve, the 22 next sleepers towards the viaduct had the ends cut off, and two sleepers were driven forward, the fastenings under the high rail being drawn, but the fastenings under the low rail and the check rail not being disturbed.

The radius of the curve at the point where the first mark occurred was three chains, and, although nearest to the viaduct, I found that the curve became sharper, having a radius of only 2½ chains, that was probably due to the line being somewhat hastily restored after the accident.

The gauge round the curve was fairly regular, ranging between 5½ and 1 in. slack, and the super-elevation was even being between 4½ ins. and 5 ins. The check rail was not much worn.

There was nothing whatever in the condition of the line or of the engine to lead to the conclusion that the run off was caused, or was contributed to, by any fault

in the permanent way or rolling stock, and it may be as well here to mention that, although it was hinted in the evidence of Mr. Hickson, the engineer of the line, that a fung-bolt which was found in the bed of the river two days after the accident might have been upon the rail where the engine ran off, there was no such mark upon either the frog-bolt or the rail as would probably have been found if the bolt had been run over by an engine wheel when lying upon the rail, and I am satisfied that the accident was not due to any obstruction of this kind, or to any interference with the rails elsewhere.

It is indeed quite unnecessary to search for any explanation of the fact of the engine leaving the rails, beyond the speed which both the evidence and the position of the train after the accident, show that it must have been running, and it is perfectly clear that the immediate cause of this deplorable disaster was excessive speed upon a very sharp curve, where the Board of Trade have imposed a limit of five miles an hour, which limit cannot be disregarded with safety.

It is, however, not so easy to account for the train having been allowed to attain such a high rate of speed as coming down the incline from Glen-a-gall, and the fact that, owing to the death of the three poor fellows who were upon the engine, there is an direct evidence forthcoming as to the action of the driver, the pressure of steam upon the engine, or the behaviour of the vacuum brake after leaving the summit, makes it all the more difficult to come to a positive conclusion.

What is almost certain is, that the evidence of the guard, which is the only evidence referring to the application of the continuous brake, cannot be absolutely correct; but it is not to be wondered at that a man in his position should be unable to remember, with entire accuracy, the sequence of events during the terrifying journey down this incline.

He states that the whole of the wagon brakes were planned down before the train started from the summit, as no doubt they were; that the driver blew up the vacuum to 17 inches, which, it may be remarked, was one inch under the amount at which it is ordered to be maintained; that the engine was started at an unusually high speed; that he at once put on his hand brake, and that the vacuum brake was applied at full power before the train had run for more than twenty or thirty yards.

Now, however, sharply the engine was started, it could hardly have attained such a speed in a distance of thirty yards, with the brakes pinned down upon seven out of the nine vehicles in the train, and the guard's brake applied upon another, that it would not have been brought to a standstill if the vacuum brake had been applied, and kept on at full power, even with the rails in the worst possible condition for stepping upon, as they undoubtedly were upon that afternoon, and with only 17 inches of vacuum.

It may, therefore, I think, be assumed that, if the guard be correct in stating that there were 17 inches of vacuum when the train started, he is mistaken as to the point where the brake was first applied at full power.

The guard says further, and he is supported by the evidence of Thomas Reardon, one of the passengers in the van, that he did not open the valve in his van to apply the vacuum brake until just before the engine went over the embankment, although he did release and re-apply his hand brake about a mile down the incline, when he thought that the wheels of his van were skidding.

He believes that the vacuum brake remained on all the way down, at least he did not at any time perceive any indication upon his dial of the driver having blown up the vacuum; but, as he was for part of the time looking out of the window, he may be, and probably is, mistaken on this head.

He estimates the speed at thirty miles an hour at Skyeough crossing, and at that point was under the impression that the driver had lost control over his engine, and he describes how rapidly the speed increased, although he states that he could see fire flying from the engine wheels, which were evidently skidding at the time.

It appears from the evidence of the fitter, Charles Ellier, that the brake blocks on the engine had been adjusted that morning, and that the brake upon this engine when it was attached as pilot engine to the morning train from Trillick to Dingle worked satisfactorily, as also appears to have been the case from the

evidence of driver Henry Quin, who was driver of the train engine on that train; while the carriage examiner, James Murphy, states that when the vehicles composing the train were last examined at Trillick, at a date which he cannot fix, but believes to have been about two or three days previously, the brakes upon them were in good order.

In order to ascertain what would be the effect of the application of the vacuum brake upon a train of nine vehicles running at different speeds upon inclines of 1 in 32 and 1 in 30, I arranged to travel up from Dingle on a train made up exactly in the same order as that to which the accident happened, and although it was not practicable to have the train loaded in a similar manner, and the rails were in very good condition, instead of being very greasy, as upon the afternoon of the accident, the experiments, while they cannot be taken as an absolute indication of what probably happened upon that occasion, were not without value.

The total weight of the train was 55 tons 30 cwt., or 55 tons 10 cwt. including the engine, but excluding the weight of the few people who were travelling in it, while the engine, the only one available, weighed about two tons more than the No. 1 engine, the one which was wrecked by the accident.

I found that with 120 lb. of steam the vacuum could be blown up to 20 inches in 15 seconds by the use of the large ejector, but that a vacuum of only 11 inches could be obtained by the small ejector in four minutes, that when the valve in the guard's van was fully open, after applying the brake, a vacuum of 15 inches could be obtained by the use of the large ejector, but that the brake blocks remained on upon half the train, that when the brakes were applied and both ejectors shut, the brakes leaked off all the vehicles except the engine and four wagons in 7½ minutes, and off the whole train in 9 minutes; that when the small ejector was not kept running the vacuum sank to 5 ins. in ½ minute, and to one in 2½ minutes, and that with 70 lb. of steam it was possible to obtain a vacuum of 15 ins., but no more. One of the vacuum is a connecting hose pipe had been found to be defective, and was replaced, but it was evident from the above results that there was a leak in some other place which could not be detected, and this was also shown by the fact that when running with the brake handle in the running position, and the small ejector therefore open, the vacuum could not be maintained above 15 ins., and the large ejector had to be used to blow up the vacuum before applying the brake. The following were among the steps I made on the journey:—

1. Gradient, falling 1 in 30, speed, 24 miles an hour; 20 inches of vacuum. Stopped in 120 yards by use of the vacuum brake only.
2. Gradient, falling 1 in 32; speed, 25 miles an hour, 17 inches of vacuum. Stopped in 120 yards by use of the vacuum brake only.
3. Gradient, falling 1 in 32, 17 inches of vacuum; started as sharply as possible from rest; vacuum brake applied after running 50 yards. Stopped train in 50 yards.

In coming down the incline to Carraduff with the wagon brakes pinned down, the engine hand brake on, and the guard's brake rubbing, the speed never exceeded seven miles an hour, although the vacuum brake was only used momentarily applied.

The result of these experiments certainly confirmed my opinion, that if proper care be used, the brake power available on these items is ample to enable a driver to keep control over his train on the incline of 1 in 30, even if the brakes are in a somewhat leaky condition, as was the case in the train by which I travelled.

If, however, a driver with a brake in this condition were to allow his train to get at all out of hand it is probable that unless he was very experienced in the handling of the brake he would soon find himself without any brake power left.

It is clear from the evidence that the driver of the train to which the accident happened had the greatest possible difficulty in maintaining a proper head of steam when coming up from Dingle to Glen-a-gall, so much so that he deliberately tried in contravention to the well-understood rule, and most improperly put the vacuum brake out of work altogether in order to save the small amount of steam used to maintain the vacuum when running. The unfortunate man was not a trained driver, although he had on several occasions

driven trains upon this line, and the difficulty he experienced in keeping up steam is precisely what might have been expected under the circumstances, for it is well known that the maintenance of steam is one of the duties in which a well-trained driver has the greatest possible advantage over an inexperienced one. It is stated that before starting down the incline from Glen-as-gilt he blew up the vacuum to 17 inches, but there is no evidence to show what amount of steam he had upon the engine, and it is more than probable that he had not very much.

Although at some respects it can only be a matter of chance, it is my belief that the driver started from the top of the incline at too high a rate of speed (and for this there may have been a reason, to which I will refer presently); that, when he endeavoured to check the speed of his train he found that, owing to the greasy state of the rails, the brakes were not taking effect so quickly as he expected; that he then began to try to blow up a more effective vacuum, which, owing partly to want of steam, and partly to the brake pipes and connections being leaky, he was unable to obtain, and that after doing this two or three times, he lost all the brake power he had had, and was powerless to do more than keep his engine hand brake fixed on, as the sparks seen by the guard to be flying from the wheels of the engine (but not, it should be noted, from the wheels of the other vehicles) show that he did actually do. As a last resource, and having in the circumstances done everything in his power to avert the disaster, he evidently reversed his engine, although this would have had but little effect, and he and his fireman pluckily stuck to their engine, doing their best to the last moment.

While, therefore, the immediate cause of the accident was, as I have stated, excessive speed, I consider that the running away of the train, to which the ultimate catastrophe most really be attributed, was due—

- 1st. To the too rapid start made from the top of the incline.
- 2nd. To the men being in charge of a driver with insufficient experience in regard to the maintenance of steam and the manipulation of the continuous brakes.
- 3rd. To the very greasy state of the rails.
- 4th. (Probably.) To the brake connections being in a leaky condition.

A possible reason for the driver starting too quickly may be found in the fact that, owing to loss of time on the journey, he was nearly two hours late, and was anxious to get ahead as fast as possible out of the way of the regular train which left Dingle at 3.30 p.m., and had already left Annascaul, and if this be so, a heavy responsibility falls upon the company, who, in continuation of an undertaking given by them to the Board of Trade, have been running trains not carrying a staff, and with tickets only, without first having established block-working, for if block-working had been in force, the 3.30 p.m. train would not have been allowed to leave Annascaul until the preceding train had reached Castlegregory Junction, and the driver of the special train need not have been in any anxiety about it. As it was, a second and worse accident might have occurred if the guard, Thomas O'Leary had not been prompt in going or sending back to stop the 3.30 train, and if the driver of this train had not had it well under control.

Alfred T. Redshaw, the driver, was a young man of excellent character, who had been in the service of the company in charge of the locomotive shops for about 2½ months, and had come with two first-class testimonials as a fitter, after eleven years' service with the Great Northern Railway Company (Ireland), but although Mr. Peckes, the manager of the Tralee and Dingle Railway Company, himself not a trained driver, gives it as his opinion that Redshaw was a competent driver, and he had several times acted in that capacity, this man had never been trained as a driver, and it does not appear that any steps whatever were taken to ascertain whether or not he was able to drive, but that his statement that he could do so was accepted as correct. Now, it is the greatest possible mistake to suppose that because a man is a good locomotive fitter he can drive an engine, or that because a man can drive an engine under ordinary circumstances, he is as fit as

a properly trained driver to cope with such difficulties as would appear to have arisen on this occasion, and I consider that it was most improper to have allowed this man to undertake the duty of driving, especially upon a line of such a character as the Tralee and Dingle Railway, without first ascertaining that he was a thoroughly competent driver.

Richard Dillon, the fireman, who had been only a month in the service, during which time he had been working regularly between Tralee and Dingle, had been properly trained on the Great Southern and Western Railway, and came with a recommendation from the district locomotive superintendent of that company.

Bernard Loughlin, the permanent way inspector, had been a year in the service of the company, was well acquainted with the line, and had previously been for many years in the service of the Great Northern Railway (Ireland).

The duty hours of duty of these three men were from 7 a.m. to 7 p.m., with two hours off during the day.

In conclusion, although in my opinion it is perfectly safe to run round a properly laid 3-chain curve upon a 3-4th grade at a speed of five miles an hour, and although there should be no danger of a train exceeding this speed at Curdrefall Viaduct if due care be observed, and the limit of speed when coming down the incline be strictly adhered to, yet, having in view the grave risk due to the position of this curve at the bottom of the steep incline, if from any cause a descending train should happen to get out of control, I consider that it is most desirable that, if by any possibility it can be managed, a deviation of the line in a southerly direction, which would improve both the gradients and the curves, should be made.

The difficulty in the way of this improvement being carried out, and indeed the difficulty in the way of providing the highly-trained staff necessary upon a line of this description, of maintaining the rolling stock in a proper condition both as regards quantity and state of repair, and of effecting other desirable improvements upon this cheaply-made line, is undoubtedly want of money.

The guaranteeing bodies are already heavily taxed, the amount of rate due for the guaranteed interest on the capital of this railway, and the excess of the working expenses over the receipts, being, I am informed, 2s. 3d. in the pound in one year, while the cost of this accident, which must be very heavy, will fall upon the working expenses for the current half-year, and therefore on the one-payers in the guaranteeing body.

Under these circumstances it is difficult to see how the sum necessary to make any improvements in the direction which I have indicated, which are most desirable in the interest of the public, could be raised without some great aid.

I would strongly recommend the company to have their engines carefully examined by an experienced locomotive engineer with the view of ascertaining whether they can be improved in such a way as to render them more capable than they appear to be of taking a heavy train up the steep inclines, and, if nothing can be done to limit the load to such a weight as the engines are able to cope with, employing assistant engines when the load exceeds that weight, and I would also recommend them to adopt a similar course in regard to the vacuum brake, which does not appear to me to be at first-class order, upon some of their stock, at any rate, and to issue more definite instructions as to the method of working this brake, especially in regard to the amount of vacuum to be maintained, and to the continuous and constant use of the small ejector.

I have, &c.,

F. A. MARSDEN,  
Major, R.E.

I concur in the above report.

EDWARD ADAMS, G.O.

The Assistant Secretary,  
Railway Department,  
Board of Trade.

## APPENDIX No. 24.

## SETTLEMENT OF DISPUTES BETWEEN RAILWAY COMPANIES AND TRADERS.

Procedure recommended in the Report of the Board of Trade Railway Conference, dated May, 1909.

*Machinery for Settling Disputes between Railway Companies and Traders.*

Throughout the discussions of the Conference it was urged by the representatives of the traders that some simpler procedure than that of the Railway and Canal Commission should be established, not only for the purpose of discussion, but, if possible, for settling complaints arising under the Railway and Canal Traffic Acts with regard to rates, charges, and other matters.

It was suggested that the proceedings before the Railway and Canal Commission were costly, and that the procedure was framed too much upon formal judicial lines. The representatives of the railways, while deprecating an appeal to any popularly elected body in matters which arise under statutory provisions, and which might vitally affect their financial position, were not unwilling to agree to some modification of the procedure in connection with the Railway and Canal Commission Court, which would have the effect of lessening expenses in the smaller cases, and introducing, if necessary, an outside element, and they suggested that the object of the traders might be attained by a preliminary procedure before the Registrar to the Commissioners, who, if desired, might resolve the substance of questions, and whose decisions should be final, if so agreed; the whole procedure to be more of an informal character, following the practice of the Commercial Court, which has proved so successful in the High Court of Justice.

After consultation with the Registrar the Conference has agreed to recommend, with certain modifications, this modified procedure, in the hope that it may result in the establishment of a cheap and satisfactory tribunal for the settlement of many of the questions arising between railway companies and traders.

A detailed scheme of the proposed procedure follows—

Procedure for cases which the Railway and Canal Commission have power to determine on complaint being made by a trader under the Railway and Canal Traffic Acts.

1. Notice of claim to be sent to the Railway and Canal Commission.

2. Unless otherwise agreed, the parties to attend before the Registrar for the purpose of settling procedure.

3. The parties may agree that the case shall be heard—

(a.) by the Registrar;

(b.) by the Registrar, with Assessors; or

(c.) by the Commissioners.

Where the tribunal is not agreed upon by the parties, the Registrar to determine whether the dispute shall be referred to (a), (b), or (c).

4. The parties may also agree that in cases (a) and (b) the decision shall be final, and in that event the decision shall not be open to review on any ground for a period of three years.

In default of agreement—

(1.) Any decision come to before the Registrar, sitting with or without assessors, to be subject to appeal in the Court of the Railway and Canal Commission.

(2.) The costs of the appeal to be paid by the party applying for it if the decision of the Registrar is confirmed.

5. In proceedings before the Registrar, whether with or without assessors, the parties may appear in person or by their solicitor or counsel.

Only one counsel or solicitor to be heard on behalf of each party to the dispute.

Commercial Court practice to be followed.

6. The Registrar to have power to refer the case, or any question arising thereon, to the Commissioners at any stage of the proceedings.

7. When the Registrar sits with assessors two assessors to sit unless otherwise ordered.

Such assessors to be appointed by the parties, one by the complainant, and the other by the defendant. No barrister or solicitor to be nominated as an assessor.

8. In the case of complaint of an increase of rate, or an application for through rates, it shall no longer be a necessary preliminary to a complaint to make any application to the Board of Trade under Section 31 of the Railway and Canal Traffic Act, 1888, it being understood, however, that this procedure before the Board of Trade shall always be available if desired.

## APPENDIX No. 25.

COPIES OF TWO MEMORIALS relative to the SOUTH and WEST CLARE RAILWAYS addressed to His Excellency the Lord Lieutenant by the Clare County Council, handed in by the Rev. P. Glynn, P.P., during his examination on 7th January, 1907.

## I.

To His Excellency The Right Honourable JOHN CURRAN, Earl of Aberdeen, G.C.M.G., Lord Lieutenant Governor and Governor General of Ireland.

The Members of the County Council of the County of Clare, presented pursuant to resolution dated the 18th day of October, 1906—

SUBMIT TO YOUR EXCELLENCY—

(1.) That by the South Clare Railways Order, 1880, made under the provisions of the Tramways and Public Companies (Ireland) Act, 1888, and confirmed by the Tramways Order in Council (Ireland) (South Clare Rail-

ways) Confirmation Act, 1880 (23 and 24 Vict., ch. 226), the South Clare Railways Company (Limited) therein and hereinafter called the Company, were authorised to construct, maintain, and work, subject to the provisions of said Order and of the Acts incorporated therewith, the Tramway described in the Second Schedule to said Order as Railways Nos. 1, 2, 3, and 4, and hereinafter called the Undertaking.

(2.) That a Proclamation made by the Grand Jury of the County of Clare, and set out in the First Schedule to said Order was confirmed by said Order (Article 7) so far as it relates to the charge in perpetuity to be defrayed by the Barons of Corcomroe, Inaghine, Enchiquin, Inlands, Bunnity Upper, Bunnity Lower, Barren, Clenderine, Moyarta, Tulla Lower and Tulla Upper, constituting the entire County of Clare as then

constituted, in the proportions hereinafter mentioned as between themselves for payment half-yearly on every 1st May and 1st November in perpetuity of dividends at the rate of 4½ per cent. per annum upon the paid-up capital of the Company as fixed by said Order at the sum of £120,000, and it was thereby further provided that the aforesaid sum of £120,000 should be apportioned and guaranteed, and consequent liability thereon and all other liabilities borne in the following proportions—

Baronies constituting the entire	
County of Clare, . . . . .	£50,000
The Barony of Inismore, . . . . .	£5,000
The Parishes of Killimer, Killmurry, and Kilmihil, in the	
Barony of Clonderlaw, . . . . .	£10,000
The Barony of Moyarta, . . . . .	£55,000

And it was thereby further provided (Article 7) that the same Baronies and Parishes should be liable to provide for the completing, working, and maintaining of the said undertaking in the like proportions.

(8.) By Order of the Local Government Board for Ireland, dated the 1st December, 1899, and made pursuant to the powers conferred by the Local Government (Ireland) Act, 1898, it was ordered that the guarantee of £20,000 chargeable upon the several Baronies constituting the entire County should be apportioned between the several County Districts comprised in the Administrative County of Clare in the manner set forth in the Schedule C to the said Order of the 1st December, 1899, and that the guarantee of £15,000 chargeable upon the Parishes of Killimer, Killmurry, and Kilmihil, in the Barony of Clonderlaw, should be apportioned between those portions of the original area charged, which were situate in the County Districts of Ennis Rural, Killybeg, and Kilrush Rural, in the manner set forth in the Schedule D to the said Order, and that the guarantee of £5,000 chargeable upon the Barony of Inismore should be apportioned between those portions of the Barony which were situate in the County Districts of Ennistymon and Kilrush Rural, in the manner set forth in the Schedule E to the said Order, and that the guarantee of £55,000 chargeable upon the Barony of Moyarta should be apportioned between those portions of the Barony which were situate in the County Districts of Kilrush Rural and Kilrush Urban, in the manner set forth in Schedule F to said Order.

(5.) Said Undertaking was opened for Public Traffic on the 21st day of December, 1893, and has been since said date worked continuously by the Company. The paid-up capital of the said Company to which said guarantee applies is the sum of £120,000, and the dividend thereon at the guaranteed rate of 4½ per cent. per annum amounts to the sum of £4,500 per annum.

(3.) By said South Clare Railway Order, 1893, it is provided (Article 48) that if at any time any of the said Baronies and Parishes charged with the payment of dividends by the said Presentment of the Grand Jury have been called upon to pay, and have continued to pay during a period of three years any money for maintaining or working the Undertaking, then the Undertaking, and all the property of the Company connected with it, shall become the property of the said Grand Jury subject to any liabilities affecting such undertaking or property, and the Lord Lieutenant may thereupon order that the said Grand Jury shall appoint a Committee of Management for the purposes of the Undertaking.

(6.) By virtue of Section 4 of the Local Government (Ireland) Act, 1898, all the business of the Grand Jury of the County of Clare in respect of said Undertaking is transferred to the County Council of the County of Clare.

(7.) Payments in respect of said Guarantee for maintaining and working the Undertaking have been made by the said Grand Jury and County Council of Clare for a period exceeding three years as follows—

	£	s.	d.
30th April, 1893, . . . . .	503	16	9
31st October, 1893, . . . . .	Nil.		
30th April, 1894, . . . . .	839	6	11
31st October, 1894, . . . . .	Nil.		
30th April, 1895, . . . . .	252	19	4
31st October, 1895, . . . . .	Nil.		
30th April, 1896, . . . . .	72	7	7
31st October, 1896, . . . . .	Nil.		
30th April, 1897, . . . . .	34	11	9
31st October, 1897, . . . . .	Nil.		

30th April, 1898, . . . . .	912	4	8
31st October, 1898, . . . . .	Nil.		
30th April, 1899, . . . . .	1,490	14	4
31st October, 1899, . . . . .	Nil.		
30th April, 1900, . . . . .	1,308	14	9
31st October, 1900, . . . . .	Nil.		
30th April, 1901, . . . . .	1,137	19	8
31st October, 1901, . . . . .	195	16	1
30th April, 1902, . . . . .	892	9	5
31st October, 1902, . . . . .	285	7	1
30th April, 1903, . . . . .	1,327	15	5
31st October, 1903, . . . . .	34	9	7
30th April, 1904, . . . . .	719	18	0
31st October, 1904, . . . . .	Nil.		
30th April, 1905, . . . . .	1,896	5	8
31st October, 1905, . . . . .	Nil.		
30th April, 1906, . . . . .	1,105	3	4

And said Undertaking has consequently become the property of the County Council of the County of Clare.

(8.) It is desirable for the purpose of continuing the working of said Undertaking that the County Council of the County of Clare may be authorised to appoint a Committee of Management for the purpose of the Undertaking.

May it therefore please Your Excellency to order that the County Council of the County of Clare shall appoint a Committee of Management for the purpose of the Undertaking of the South Clare Railway Company, Limited, authorised by the South Clare Railway Order, 1893.

And your memorialists will ever pray.

Dated this            day of            1906.

Chairman of the County Council  
of the County of Clare.

Secretary of the County Council  
of the County of Clare.

John F. Collins,  
Solicitor for the County Council of the  
County of Clare.

## II.

To His Excellency The Right Honourable JAMES CAMPBELL, Earl of Aberdeen, G.C.M.G., Lord Lieutenant Governor and Governor General of Ireland.

The Memorial of the County Council of the County of Clare, presented pursuant to resolution dated the 18th day of October, 1906—

SHeweth unto YOUR EXCELLENCY—

(1.) That by the West Clare Railway Order, 1886, made under the provisions of the Tramways and Public Companies (Ireland) Act, 1883, and confirmed by the Tramways (Ireland) Provisional Order (West Clare Railway) Confirmation Act, 1884 (47 and 49 Vic., ch. 217), the West Clare Railway Company (Limited) was authorised to construct, maintain, and work, subject to the provisions of said Order, and of the Acts incorporated therewith, the Railways described in the Second Schedule to the said Order as Railways Nos. 1, 2, 3, and 4.

(2.) That a Presentment of the Grand Jury of the County of Clare, made at the Spring Assizes, 1884, and set out in the First Schedule of said Order, was confirmed by said Order (Article 6), so far as it relates to the charge in perpetuity to be defrayed by the Baronies of Coosmore, Fircross, Inchiquin, Islands, Bannity Upper, Bannity Lower, Burren, Clonderlaw, Moyarta, Tulla Lower, and Tulla Upper, constituting the entire of the County of Clare as then constituted, for the payment of dividends at the rate of 4½ per cent. per annum upon the paid-up capital of the railways mentioned in paragraph (1) (hereinafter called the Undertaking, as limited by said Order, at the sum of £103,300).

And it was thereby further provided that the said Barones constituting the entire of the said county should contribute in respect of said liability in the proportion which £70,000 bears to £120,000, and that the said Barones of Coosmore, Inismore, Inchiquin, and Islands should, in addition to their proportion of said aforementioned contribution, pay the residue of said liability.

And it was thereby further provided (Article 8) that the same Baronies should be liable to provide for the



completing, working, and maintaining of the said Undertaking in like proportions.

(3.) By Order of the Local Government Board for Ireland, dated the 1st December, 1899, and made pursuant to the powers conferred by the Local Government (Ireland) Act, 1898, it was ordered that the Guarantee chargeable upon the several Baroneses comprising the entire of the said County should be apportioned between the several County districts comprised in the Administrative County of Clare in the manner set forth in the Schedule A to the said Order of the 1st December, 1899, and that the results of said liability should be apportioned between those portions of the said Baroneses of Corcoran, Barones, Inchiquin, and Islands, as are situate respectively in the County districts of Corcoran, Barones Rural, Barones Urban, Ennistymon, Killybeggar, and Kilrush Rural, in the manner set forth in Schedule B to said Order of the 1st day of December, 1899.

(4.) Said Undertaking was opened for Public Traffic on the 2nd day of July, 1897, and the paid-up capital of the said Company, to which said Guarantee applies, is the sum of £244,500, while the dividend thereon at the Guaranteed rate of 24 per cent. per annum amounts to the sum of £58,680 per annum.

(5.) By said West Clare Railway Order, 1894 (Article 43), it is provided that if at any time the Barones of Corcoran, Barones, Inchiquin, Islands, Burren Upper, Burren Lower, Barren, Clenderine, Moyarta, Tulla Lower, and Tulla Upper have been called upon to pay, and have continued to pay during a period of two years, say money for maintaining or working the Undertaking, then the Undertaking and all the property of the Company connected with it shall become the property of the Grand Jury of the County of Clare subject to any liabilities affecting such undertaking or property, and the Lord Lieutenant may thereupon order that the Grand Jury shall appoint a Committee of Management for the purpose of the Undertaking.

(6.) By virtue of Section 4 of the Local Government (Ireland) Act, 1898, all the business of the Grand Jury of the County of Clare in respect of said Undertaking is transferred to the County Council of the County of Clare.

(7.) Payments in respect of said Guarantee for maintaining and working the Undertaking have been made

by said County Council for a period exceeding two years as follows:—

For the half-year ended:—

	£	s.	d.
30th April, 1899, . . .	453	14	5
31st October, 1899, . . .	Nil.		
30th April, 1900, . . .	466	19	8
31st October, 1900, . . .	Nil.		
30th April, 1901, . . .	1,286	8	9
31st October, 1901, . . .	Nil.		
30th April, 1902, . . .	661	0	8
31st October, 1902, . . .	Nil.		
30th April, 1903, . . .	1,801	2	7
31st October, 1903, . . .	Nil.		
30th April, 1904, . . .	1,798	12	8
31st October, 1904, . . .	Nil.		
30th April, 1905, . . .	1,065	19	1
31st October, 1905, . . .	Nil.		
30th April, 1906, . . .	457	5	10

And said Undertaking has consequently become the property of the County Council of the County of Clare.

(8.) It is desirable for the purpose of continuing the working of said Undertaking that the County Council of the County of Clare may be authorized to appoint a Committee of Management for the purpose of the Undertaking.

May it therefore please Your Excellency to order that the County Council of the County of Clare shall appoint a Committee of Management for the purpose of the Undertaking of the West Clare Railway Company (Limited) authorized by the West Clare Railway Order, 1884.

And your memorialists will ever pray.

Dated this . . . day of . . . 1906.

Chairman of the County Council  
of the County of Clare.

Secretary of the County Council  
of the County of Clare.

John F. Callinan,  
Solicitor for the County Council of the  
County of Clare,  
61, Blomington-street, Dublin.

## APPENDIX No. 26.

STATEMENT furnished by Mr. R. H. PRIOR-WANDERSFORD, D.L., Castlecomer, Co. Kilkenny, as to Railway Extension to Leinster Coalfields, supplementary to his oral evidence submitted at the April, 1907, sittings.

In my opinion a railway to develop the Leinster coalfield on the cheapest and best possible manner would be one commencing from a point on the Great Southern and Western Railway (Waterford Branch) south of Foulksrath, between the stations of Ballytacket and Ballynary; thence traversing the Dinn River Valley in a north-easterly direction to Castlecomer (distance about 7½ miles); thence over a very easy country for about 4 or 5 miles in the direction of Crettyghed (or if necessary a little further), and passing through the centre of the coalfield. Total length 12½ to 13½ miles. Connections with any colliery workings not easily on this line could be made by the owners by means of light mineral lines or road railways. The gradients on this line would all be easy, and would be in favour of the heavy traffic. It would meet all the likely requirements of the coalfields for many years to come, and could be built for a total cost of from £80,000 to £100,000. I do not consider that the facts of the case would justify a much larger expenditure of capital than this. The difficulty of finding sufficient suitable labour in the country, and the practical impossibility of importing same would alone effectually prevent any rapid increase in output even were the whole field fully worked.

The railway should be of the same gauge as the main line, but should be what is called a light railway promoted under the Tramways (Ireland) Acts by an Order in Council. The rails should be considerably lighter than those in use on the main line, cost of ballasting, etc., being correspondingly reduced. It should be worked with small engines, and a maximum

speed of about 30 miles per hour imposed. Every economy possible, consistent with sound work, should be observed with regard to its promotion, construction, working, etc.

A length of 10 to 10½ miles from Foulksrath, costing from £20,000 to £30,000, over the route proposed, would bring this line to the central point of the Castlecomer Collieries (which I am working at Janus No. 6 Colliery). I would, however, suggest that the line be continued about two miles further to a point at Glenon, near Crettyghed, at a total cost, as already mentioned, of from £50,000 to £100,000.

I suggest that:—(1) The Great Southern and Western Railway should agree to work the line for what it costs them within the limit of the receipts and without any guarantee against loss; and (2) should also grant favourable rates for coal for export. In regard to the raising of capital for the line, I am of opinion that the district has a natural claim to Government consideration, and a free grant of a portion of the capital up to, say, one-half.

Note 1.—There are no engineering difficulties on this route, and the natural features of the Dinn River Valley lend themselves to the construction of a railway on the cheapest possible lines. This line was laid out and surveyed some years ago by Mr. J. H. Ryan, M.Inst.C.E., 22 Nassau Street, Dublin.

Note 2.—Amongst the resources of the district the coal is of course the main item; but such other local products as coal for development would be served by the line of light railway.

## APPENDIX No. 27.

EXPLANATORY MEMORANDUM furnished by the Rev. JOSEPH MEEHAN, C.C., representative of the Leitrim County Council, relating to Mr. Tallow's reply to the comments of the rev. gentlemen upon the evidence, affecting statements made during his examination, by the representatives of the Irish Railway Companies.

By no railway expert, nor, I am fairly convinced, by anybody else that will take the trouble to look closely into it, can Mr. Tallow's reply to the criticisms I felt constrained to make on his oral evidence be considered either satisfactory or of very much value. As, however, the Minutes of Evidence are intended for the general public, and may be expected to be in the hands of many without either time or inclination for more than a cursory read, I have to request the favour of being allowed to show how lightly it affects what I had to advance. I fully recognise it as quite as impossible to say anything to which something may not be said in reply, as to do anything which no one can find fault with or fail to misrepresent. Papers never refuse to take ink, nor teach to produce sound. Hence, unless something really substantial be brought against the considerations which follow, I shall be very loth to ask to be heard again.

Mr. Tallow's "Reply." I shall try to take up as briefly as I can, paragraph by paragraph, counting nothing. It may be found in Vol. V., the last issued Volume of Minutes of Evidence, pp. 429 to 441, third column. The figures printed below, alongside of the letters, indicate the page of the volume containing the expert's individual statements commented on in the paragraphs they prefix.

P. 429, 1st par.

In this group of sentences there is acknowledged, rather guardedly I must say, the serious error of setting the figures of 1906 against those of 1905 and their deductions to prove them incorrect and unreliable. The figures so "corrected" are at the root of the whole question under discussion. They involve not merely two—as here indicated—but about ten times two important returns and calculations\*. Consequently, instead of being a trifle, as apparently sought to be implied, the mistake is fundamental. It follows from it that almost every scrap of the expert's criticisms of my evidence must go by the board. Indeed his rejoinder will be found to be a re-statement of his arguments, after a necessary removal and correction of the premises, rather than a genuinely serious attempt to overthrow anything I said.

The specialist discounts his error by alleging that the use of the right Blue Book would have yielded him results "practically the same" as did the wrong one. Even so, it would be none the less an error.

But is it so? A priori hardly what is to be expected. Besides, our pretty full experience of the expert's reluctance to thoroughly investigate his figures also prompts us to examine these pretty closely. Putting them side by side, to facilitate comparison, the figures from which is drawn the conclusion, i.e., his 1905 figures from the paragraph under discussion, and his 1906 ones from Q. 44880 in the Minutes of Evidence—thus read as follows:—

	England†		Ireland.	
	1906.	1905.	1905.	1906.
	£	£	£	£
Paid-up Capital ..	666,513,825	602,025,486	43,499,820	64,144,663
Track Mileage ..	28,966	28,344	3,079	4,025
Per mile of Track ..	22,669	21,116	10,861	10,967

\* They cover "capital and revenue per mile," &c. &c.

(1) Paid-up Capital for England and Ireland.

(2) Nominal additions in both cases.

(3) Mileages open and track for both countries—four calculations.

(4) Gross and net receipts for both countries—another four calculations.

(5) Receipts per mile open and track for both countries—still another four calculations.

† Throughout, for brevity sake, "England" will be used to mean England and Wales; and "English," English and Welsh.

‡ F. Q. 50045, F. also Mr. Pratt's *Receipts and their Rates, Profits, and State Railways*, 1907, *passim*; also *Gleason's Railway Rates, Profits, and North's The Railways and the Treasury*; *Pratt's* p. 7, and *The Railways of England*, 2nd edition, p. viii, &c. &c. &c.; also almost all the expert evidence placed before the Commission. Naturally there is no railway expert unless he is a railway man.

The above Table, we see at a glance, fully bears out, indeed, the witness's contention, that whether 1906 or 1905 records be taken it makes no matter. The calculations give track-mileage-cost results "practically the same."

But further observation discloses a singular circumstance. In the retising process from the 1906 paid-up capital "subscriptions to other companies" has been very properly rejected; yet in the corresponding capital for 1905 a similar total, amounting to considerably over 40,000,000 in the case of England, remains ignored and continues to be embodied! Retaining in view such a large sum in the one instance and quickly getting rid of it in the other, makes havoc of all telescopic accuracy in the deductions. Had the comparison been more carefully carried out, the results would be a good way off being "practically the same."

P. 429, 2nd par.

There is no contradiction whatever between the two sets of figures. Mr. Tallow's are for track, mine for costs mine. Which would it be better to take? The considerations adduced in favour of the latter (Vol. V., p. 431) remain untouched, and I again submit, establish it.

It should be noted that in no case have I claimed for these mileage-cost figures anything beyond a rough accuracy. Neither, though the arithmetic of them is all right, can the expert be said to be anything more than approximations. In fact, until, amongst many other things, the capital and accounts of the big secondary enterprises, really outside their true and proper functions—such as hotel-keeping, manufacturing of permanent way materials, and other commodities, steamboat running, &c., &c.—in which these fairly colossal British trusts have embarked, are placed and kept separately, the railway returns will remain worthless for the purposes of many accurate calculations, and possible estimations will continue the highest ideal attainable &c. From the Government records, as they stand, the perfectly correct average cost of building a British railway mile can scarcely be much more nearly reached than can his yearly income by a happy-go-lucky provincial shopkeeper. Should this be the case, it suggests itself that the small remnant of veteran railway experts like Mr. Pratt—"cornered" and launched against the unorganised and poorly informed public—who tried to discount Continental railway success by starting at the Continental book-keeping, might do well to first set about putting their home horses in order.

It is, I may add, foolhardy to expect that truth would always be able to hold its own in an encounter such as that just alluded to. Right always succeeds, is a pretty statement. In a pity it should so often prove a fiction.

P. 429, 3rd par.

This paragraph is purely a rehearsal of an argument already advanced (Q. 44861), amended, however, by wedding out of the premises the mistake already pointed out. The logic of it has, I am satisfied, been fully enough and fairly enough dealt with in my reply to the witness's oral evidence. (See reply to Q. 44861, p. 483.)

The gross receipts per mile, I barely wish to point out, are also obtainable, fully worked out, from the Government Returns. Instead of the figures arrived at by the able representative of the Associated Irish Railway Companies in a fashion all his own, in the stress of controversy, the Board of Trade, following a stereotyped method, supplies averages which are quite a contrast.

Gross Receipts per Mile, 1905.

	Mr. Tallow's (Per Mile Trunk)	Board of Trade. (Per Mile Open)
England ..	£3,343	£3,690
Ireland ..	£1,035	£1,198

Worst of all, the expert's statistics have hardly here the merit of accuracy. The average receipts per truck mile are readily got at by dividing the total receipts by the truck mileage. "The total receipts from Passenger and Goods Traffic for England" for the year 1905 is given at p. XXXIX, of the Returns as £89,049,551. But instead of this sum, the witness takes as his dividend the total on the first page of the Blue Book he comes to, viz., £90,530,755; an amount which, over and above the former, includes both £4,146,713 proceeds of steamboats, canals, harbours, and docks, and £3,437,651 receipts from hotels, etc. Similar extraneous sums are taken into the heads of his reckoning for Ireland. On his own principles of computation, accordingly, the averages named are not respectively for England and Ireland £3,345 and £1,035, as he has them, but £3,681 and £299. As his figures break down, the resulting receipt percentage, and the whole argument goes to the wall.

In his oral evidence in making out receipts per truck mile for 1906 the Manager of the M.G.W.'s calculating apiece against the same rock. As might be expected, the Board of Trade, in its "Comparison of Receipts per Mile" (above quoted), steers clear of any such error.

But, indeed, in the writer's opinion, even after all possible circumstances—and half a dozen further ones are necessary—the whole subtle argument as put would be of little worth.

P. 430, 2nd par.

The sole importance attached to the illustration was to show that the witness is no more exempt from clerical errors than anybody else. The mis-writing of "page 33" in his paragraph on page 432 (to select the next at hand out of a half-dozen instances) would exemplify the same liability almost equally well.

I freely acknowledge transcribing the figures 10,530 instead of 11,500. Minutely to my eye tyro in arithmetic this was a clerical error—otherwise the three last digits of the calculation could not be quite accurate. Notwithstanding the correction made—second paragraph, p. 430—the critic persists in using the wrong figures in the very paragraph almost alongside of the right ones.

It is much the more favorable construction to put on this action of his that it is another example of "the clerical error."

P. 430, last paragraph.

Mr. Tallow here fairly describes the object I had in view in introducing and comparing the expenses of railway building in Ireland and in England. Speaking for a moment my rough estimates (£11,596 and £57,618 respectively per mile), and accepting his £10,561 and £31,069\* a sufficiently telling inference follows. On his showing Irish railways cost nearly about £1 per mile against the English railways' £3. This disproportion would lead to the conviction that, as he is this primary factor in appraising the services rendered is considered, our fares and freights should be but one-third as high as those across the Channel. This is quite enough for my purpose. We may rest satisfied with this conclusion. The argument itself, I

may add, runs on the same lines as Robertson's relating to Indian railways:—"Taking the cost of construction and working in England, he states, and comparing them with the cost of construction and working in India, and in every other respect if life is compared with life, I think it will be found that the fares and rates in India should, broadly speaking, be only about one-sixth of those charged in England." (Report on Indian Railways, 1904, p. 635.)

As a matter of fact, they are not much above this one-sixth. England and India are at the opposite extremes of cost, the former's the highest, the latter's the lowest in the world. For example, in 1903 the latter's passenger rates were  $\frac{£ 482}{12}$  and  $\frac{£ 112}{12}$ , i.e., about 40s. and 9s. per mile for second and third class respectively. Merchandise and mineral rates were correspondingly low, and equally made to suit the country.† Hence Indian railway success. Since then they have even been reduced—at least if Robertson's recommendations have been carried into effect.

Page 430, last par. End

Anticipating this unwelcome conclusion from his own premises, the witness insists on the simultaneous consideration of the earning capacity of both countries.

It is not clear what is here meant by "earning capacity"; whether he means it in the same sense as in the opening of this reply (see p. 430, Mr. Tallow's first par., end), or as he defines it in the beginning of his next paragraph at the top of page 431.

Taking it that he here intends his first meaning of the phrase (i.e., the actual earning power), he is begging the question, and assuming that the fares, etc., are as they ought to be—the whole question at issue, for, possibly the Irish actual earning capacity is as low as it is mainly because the rates are so high. It is a homely economic principle that a watchmaker earns more per day than a carpenter, because it takes more to make him. But did the carpenter persist in charging as high for his time as the man-of-clacks, then he would look rather foolish indeed complaining of the little he gets to do—of his low "actual" earning capacity. This is our railway case. There is a difference of course. In the Irish transport monopoly would there be but one carpenter; it is he or none. The people, however, make a shift to do without him.

Should the second meaning of the expression be before his mind (warehouse earning capacity), the expert gets no farther. For adopting our standard of facilities the maximum earning capacity is far and away higher in England than in Ireland in proportion to the actual earning capacity; in other words, it is proportionately much further in front of the traffic. But a great part of this extra or surplus capacity the former releases in increased facilities. Consequently, the total or actual facilities are admittedly immensely greater—i.e., the commodity sold, viz., transport, is much better. Were there any semblance of equality, therefore, between the two countries the Irish charges, i.e., the Irish prices for transport, would be ever so much lower than those obtaining beyond the Channel.

Strange to say, legally the Irish charges may be—actually they are—a good deal higher than the English. The first clause of this statement as established beyond you or may by the railway rates and charges (Albany and Ennis Junction Railway, &c.) Order Confirmation Act, 1892. The second has been, I believe, superabundantly proved by the evidence placed before the Commission. Is the railway apologist, too, among the prophets?

P. 431, 1st par.

Earning power, as has just been summarily stated, may mean one of two things. A carpenter may be capable of earning 10s. a day, and yet actually earn, day in and day out, but a fifth of that sum. Similarly,

\* See first paragraph of his "reply," p. 429, already quoted.

† "Any reduction of fares and rates must necessarily result in a falling-off of revenue in the first instance," states Robertson in his Report, p. 71, "but," he continues, "if the experience of other countries similar to India may be taken as any guide in this respect the income which the reduced fares will give to travel and commerce will be so great as to throw fresh vigour into the whole business of the country, and to amply repay in a very short time the temporary loss."

‡ The Irish Railway Companies could not be reasonably asked to try the same experiment; Irish-owned railways could. § As shown in the last paragraph of this section Ireland's are higher still. But then Railway authorities and authorities rarely treat of Ireland as a separate country. It all then appears to this—Ireland's transit facilities are about the worst, and her Irish charges without any qualification the very highest and dearest in the world. Of course we are better off than all we had as railways—all the advantages' debates and passenger's led down to the poor haul. Better off, of course. But if the above statements hold good we are worse off than any country in the civilized globe.

¶ Mr. Ancey's gone some way towards showing this (Vandenberg's Report, September, 1903, p. 497). However, in the light, particularly of the Report above mentioned, his outline of the drawbacks of Indian travel seems a trifle overdrawn.

to borrow a more pertinent illustration from a modern authority, the West Highland Railway, of about 100 miles, recently constructed, as it stands is probably capable of conveying over its whole length not less than fifty fully loaded trains per hour. As a matter of fact, it carries more like six or eight lightly loaded trains. In the former case it would be working at what may be called its (A) maximum or potential carrying capacity, in the latter at its (B) actual carrying capacity. In the first par., p. 430, certainly, and in his last paragraph just discussed, probably Mr. Tafford uses the expression in the latter sense, but sends us a-hunting and a-guessing after his meaning. For this paragraph he obligingly removes the ambiguity.

Tracks of line is, of course, one of the factors which would go to measure the maximum or theoretical carrying capacity (A). Mr. Tafford's mistake consists in assuming that it is the sole factor. Half a dozen considerations—such as station and goods accommodation, amount of rolling stock, arrangements with other running companies, number of sidings, strength of staff, etc.—would also have to be taken into account. Railway Companies are not merely road owners, as Parliament originally intended. Were they, Mr. Tafford's assumption, perhaps, might be right enough. But they have also now grown to be carrier companies, and as such they need all the complicated essentials and paraphernalia of the second set of functions as well as the first.

P. 431, last par. continued.

The Irish companies' representative labours very hard to prove the impossible, that a double line costs "as near as may be" twice a single line. An author, whom, I am sure, he would allow as an authority quite equal to himself, in his text-book on Railway Economics used at the London School of Economics—where, if anywhere, unadorned truth is the order of the day—expresses an opinion almost diametrically the opposite. "A double line," states Mr. Awerth, "costs nothing like twice what a single line costs." (*Elements of Railway Economics*, Oxford, Clarendon Press, 1905, p. 15.) We must bear in mind that however large and distinguished his experience in railway management, Mr. Tafford cannot at all by claim to be heard as an expert in railway building. A drafter is not a vicarage, a good shopkeeper is not necessarily an indifferent tradesman or house contractor. As Mr. Tafford's track mileage construction calculations are based on the theory "double line for double cost," repudiated by the eminent Railway Commissioners above-mentioned, it follows that they are of little value, and had better be rejected.

The sets of figures just referred to (mileage construction costs), it should be clearly understood, already include cost of equipment. Rolling stock is always provided sufficient to meet the maximum current; never the more theoretical maximum requirements. This, however, is much the smaller part of the expense. As a very rough analysis, on the authority above quoted (do. p. 37), we may assign 85 per cent. of the capital to construction proper, and the residual 15 per cent. to rolling stock. Taking a definite instance, on the West Clare line was expended £163,000 for the former purpose, and £25,000 for the latter. Had this railway been provided with double sets of metals, the rolling stock being as it is, it would be a distinct advantage. A double line, it is therefore plain, does not necessarily demand more rolling stock. It certainly does not require double supplies of carriages, wagons and engines, nor "anything like it," for reaping the advantages of the doubling. In France, Belgium, and Germany, the line can almost always in pairs. An illustration is not expected to be in every particular a perfect parallel to the thing illustrated, but the home illustration would be far more apt if, at all events, we could imagine the furniture, as in ordinary circumstances, rolled from one storey to another as needed.

P. 431, last par.

According to the official "Railway Returns" for 1903 (p. VI.), the amount of duplicated capital in that year was £30,000,000, and according to the corresponding Blue Book for 1906 (same page), the total in 1906

was £12,000,000. The mistake of ignoring this duplicated capital is here acknowledged. To prove counting these millions and millions twice over in the calculations a mere bagatelle, is the outrageous attempt in the paragraph before us. An error of '35 in '85 is not thought much of. Yet the mightiest efforts of all the managers in Ireland failed to pull down railway expenditure in the last five years (1902-6) by half as large a percentage on the total of about 61, or approaching to double as great.

P. 431.

The expert's English track mileage, 20,344, may be cut to the extent of 100 or, perhaps, 200 miles. I cannot admit that figures so far possibly wrong may be taken as correct "for all practical purposes," or for almost any purpose. Neither can I see that the sole disturbing element in the basis of his calculation is the 32 miles in Scotland of four or more tracks. The probable error in the nominal United Kingdom's track mileage is another element quite independent of this.\*

At the reference the United Kingdom's total of four or more tracks (including Scotland's 32) is 1,660 miles. Lower down on the same page the United Kingdom's total of four tracks alone is 1,091. And besides these doubtful 1,091 miles (which go to make up the 38,672 of the U.K.) there are recorded alongside of them 128 miles of "fifth track," 111 miles of "sixth track," and so on. Assuming—that we are not justified in doing—that the aggregate of Scotland's mileage of "four or more tracks" is correct, then all the greater confusion in England's similar total. Assuming again—on equally unwarranted assumption without specially consulting the three owning companies—that we could correctly analyse Scotland's mileage of "four or more tracks," that the whole of the confusion is thrown on to England. We are accordingly further off than ever from making out England's track mileage—the very thing we want. Mr. Tafford seems here arguing against himself.

P. 433.

Nominal additions thus far correspond with the apparent actual cost of the lines that the larger the latter the heavier may be its load of the former without exciting much comment. Thus the Midland of England's 118 millions paid up capital carries 74 millions, while the Caledonian, with 49 millions ostensibly expended on construction, is saddled with but 20 millions nominal (Returns, 1906).

But they particularly have a bearing upon building culley in the sole way in which that question is now worth bothering about at all, viz.—how much capital on which interest has to be earned is now sunk in the railways, and how far, owing to this, are they coerced into taking up their fares and freight. No one as yet has advocated the confiscation of those supplements. Whether it was right or wrong to pile them on, they are there. They must be reckoned with. The antecedent capital, as a separate entity, is antecedent.

It is worth observing that even when you have cut away the whole of what is now technically known as "nominal additions" the remainder contains inseparably incorporated with it millions, and, perhaps, tens of millions, which, to all intents and purposes, are nothing else than "nominal additions." For instance, as was admitted before the Commission in 1887, out of the whole capital of the London, Chatham, and Dover line, amounting to £26,088,000 in 1883, as much as £4,300,000 had been by then dissipated in obtaining the rest, and almost half as much more, viz., £1,948,000, distributed out of capital as well in interest and dividends. At the present day not a penny of "nominal additions" appears against this railway. "There is reason to believe," states Jesus, "that this is not by any means a solitary case."† Again, in the old London and Birmingham, once the "master of railways," now laid away undiscovered in some big line, the outlay up to 1846 was 64 millions; but over and above that, 4½ millions were distributed gratuitously in new shares. Small wonder that Mr. Awerth's language is quite up to his strain of—to use

\* In his working of the question he evidently assumed both that Scotland's 32 miles is of four tracks alone, and that the U.K.'s recorded length of track, 38,672 miles, is quite accurate. The first assumption certainly, the second most probably, is incorrect.

† *Railway Problems*, p. 48.

his own words—"almost unvarying penny-pinching" as speaking of English railways, when he refers to this one—"Newspaper editors, correspondents, Board of Trade Inspectors, and the investing public, he writes, all rose up in turn and blamed it, its directors, and officials."\* The old York and North Midland, a line which has also been eaten up body and bones by some big railway, would deserve a double blessing. Its original 450 shares, before 1846, recovered such £250 as premiums. Certainly such increments have but little to say to the cost of construction. Yet there they are, there and such as they, all related without a quiver, with a beautiful consistency, in the expert's "correct" construction capital!

It was in view of the amount actually, not legally, sunk in them, I may add, that the Government intended to allow these monopolies charge certain rates and fares. How large was the bogus amount, and how far it was unloaded at the time of the last revision of charges, 1899, is an interesting question.

P. 436.

The figures in Table A, referred to in this paragraph of Mr. Telford's, of course challenge contradiction. Since both they and the deductions from them are left alone it is not unfair to presume they are correct. If so, since truth cannot contradict truth, any opposing figures must be either explained in accordance with them, or else go down.

As to the Irish Railway Companies' Tables C and D, supplied to the Commission (Minutes of Evidence, Vol. V., pp. 70 and 71), they indeed generally show a slowly expanding gross volume of business. This is the truth, but not the whole truth. They also display an increase both of mileage and of invested capital. Shirk your eyes to the latter two facts, then and then only you observe a small-paced progress. Take up the three facts together and these Tables, instead of contradicting, strongly corroborate, I submit, Table A of my answer and all its conclusions. Sir Richard Samuelson, in a report to the English Government on certain foreign railways which he admired, once stated that within the previous thirteen years their receipts had gone up by 118 per cent. This was thought good, and very good, till Mr. Goschen pointed out that the English Consul had omitted to notice that within the same period their length had increased by 250 per cent! For these admissions collapsed.

It is not denied that in 1900 in Ireland a certain number of new miles were thrown open for traffic, and that this did not occur till well on in the year. But this is by no means an isolated instance. Year in and year out the same thing occurs every year without exception. An examination of the precise periods, for instance, which the witness contrasts with 1906, reveals the following Irish expenses:—

Year.	Miles (Track) Increase	Year.	Miles (Track) Increase
1902,	6		
1903,	39	1906,	55
1904,	44		
1905,	22		

Now, the 59 new track, or 53 open miles for 1906, were no more worked for the whole of the year than were the 55 track miles (or 51 open miles) of 1906. The total receipts per mile (open) in Ireland dropped from £1,215 in 1906 to £1,294 in 1905. But, no I think it is apparent, the true and adequate explanation of this decline must be sought elsewhere than in "the comparatively large mileage" opened for traffic in the latter year.

P. 437.

The portion of this £5,619,283 increase accounted for by the Midland conversion transactions has to pay 2½ per cent. interest. But, as demonstrated, the whole £5,619,283 can only afford to return 1½ per cent. Manifestly, there is retrogression.

\* The *Railways of England*, 3rd edition, Preface, p. vii. Do p. 24.

† "Repairs, of course, include replacement of obsolete buildings and works"—*Railway Economics*, Ayrworth, p. 34. For referring to bridges, culverts, etc. A joint set to engineers. F. also p. 36.

P. 438.

The witness claimed that "for the last five years the (Irish) expenses had been decreasing instead of increasing." He had just enumerated these five years ending with 1906, and had given for them accurate expenditures figures (Q 4425-6 and). In reply I addressed myself to his identical five years (1902-6, both inclusive), and to his figures. I showed that the figures had not been thoroughly explored, and that the expert's statement must be abandoned. It is abandoned. To have gone back a further year, as has suggested, would have been perfectly irrelevant to this definite issue challenged.

On the broad question, outside of those defined five years, it would, I think, be foolhardy in the teeth of the authoritative figures I adduced (p. 438) to seek to maintain that expenditure has been going down.

P. 439.

The explanation of the reduction of train miles here put forward is very consolatory as alleging the supposition that it might have been brought about by a dividend-paying stroke.

However, I must not to point out that, instead of weakening, the explanation rather strengthens my position.

In this way, the saving in "locomotive power alone"—the Chairman of the company assured the shareholders—amounted to £4,017. Now, "locomotive power" is a definite technical expression in railway bookkeeping, and, according to the railway form of accounts, fixed over forty years ago and practically unchanged since, there is included under it the repairs and renewals of engines. This would cover replacement of worn-out and obsolete ones! The heavier engines introduced for the goods traffic, as we are now informed (No. 8, p. 439), could not have cost less than £3,000 or £4,000. Being that, notwithstanding this serious drag, the saving in locomotive power was so high as indicated, the economy effected was far greater than before then, we were able to appreciate.

Should the new engines not be so accounted for, then it seems they must have been purchased out of capital—as well as I can judge, an indefensible proceeding.

P. 440.

The witness here explains at some length how it was he read the meaning he did into the paragraph's own passage he takes on to. Why he passed over in silence all the other sentences—they equally invited his comments—he says he did not. The *prima facie* obscurity, which, I admit, is doubtless due, as possibly is also much of the ambiguity above noted in the whole reply we are discussing, to the great a stunning after brevity.

It is stated at the reference, neither explicitly nor implicitly, that the rights of those Belfast Royal Avenue railway shops—no station, good or bad, was made to railway offices in other Belfast streets—were Irish. But the critic infers from the context that this is what is meant. To anyone—to anyone especially knowing Belfast and the railways entering it—the deduction would be so evidently unlikely that, unless no other meaning were possible, it would be rejected. This is an ordinary rule of interpretation. In a discussion on English and Irish crime, for example, were a fairly informed person to allege that there were "eighty jails in the country," it would be a waste of breath to attempt proving that Ireland had not so many, and to haul up in the attempt an exhaustive list of our Irish penitentiary institutions. The neglect of thought in the critic's case may not be so obvious, but I fancy it is of the same general character.

(Signed), JOSEPH MEEHAN, c.c.  
Rilboore, County Carrig.

P.S.—I regret I have had no opportunity of seeing or replying to Mr. Telford's Explanatory Statement (Vol. V., pp. 596-7), which I consider both inaccurate and misleading. J. M.

## APPENDIX No. 28.

STATEMENT of PROPOSALS for a Co-operative Auxiliary Transit System for Ireland, furnished by Mr. GEORGE DE BEILLE BALL, representative of the Drogheda Development Association, who was examined on 14th November, 1907, and 16th January, 1908.

## PROPOSALS FOR A CO-OPERATIVE AUXILIARY TRANSIT SYSTEM FOR IRELAND.

### OBJECTS.

1. To develop a system of Cheap Transit to open up districts unworked by Main Line Railways, and to render tillage profitable.
2. To utilize the natural advantages which the many harbours around the Irish Coast offer for the cheapening of Transit.
3. To provide that this Transit System shall be untrammelled by any Control directly or indirectly by existing Railway interests.
4. To facilitate the collection of small consignments of Irish Produce and forwarding over Main lines in bulk to cheapen transit rates.
5. To enable the economic investment of Irish Capital in the development of the Mineral resources of the country.
6. To encourage and assist the development of Irish Industries generally.
7. To enable and encourage these objects to be effected by Irishmen, with Irish money.
8. To provide a gilt-edged security, easily dealt with, which will ensure that at least a portion of the savings resulting from Irish thrift may find a secure investment within Ireland for the purpose of promoting the economic development of the country.
9. To provide for the Co-operation of every Irish Ratepayer in the finance and control of this system.

To carry out the foregoing objects requires two Acts of Parliament:—

- (a) A Public Authorities Light Railways Act.
- (b) A Co-operative Transport Corporation Act.

### PART I.—PUBLIC AUTHORITIES LIGHT RAILWAYS ACT.

To authorize any Public Rating Authority under the Local Government Act, 1898, &c., to own and construct Railways in its district, and to enable two or more Public Rating Authorities to join for such purpose. To enable such Authorities to redeem an existing liability for interest on Capital which is guaranteed for a Railway, and which it would in the opinion of such Authority be in the public interest to redeem, provided that such Railway is a separate undertaking and not being worked by a Main Line Company under an indemnity of liability (under certain conditions an existing Main Line may purchase and indemnify the ratepayers), and to enter into a working agreement with the Co-operative Transport Corporation, Ltd., on such terms as may in the opinion of the Public Rating Authority and the Executive Council of the Transport Corporation be to the public advantage, but in every instance there shall be made by the Transport Corporation to the Public Rating Authority as part of such agreement a fixed annual payment as rent for the use of the Rating Authority's Railway, which shall be equal to 30 per cent. of the estimated minimum earnings per mile per annum.

### TO PURCHASE EXISTING GUARANTEED RAILWAYS WHICH ARE NOT BEING WORKED BY ANY MAIN LINE CO., WHICH HAS INDEMNIFIED THE RATEPAYERS AGAINST A GUARANTEED LIABILITY.

A County Council shall have powers to redeem its liability for interest and loss on working expenses of such guaranteed Railways and shall then become the owner of such railway. The purchase price shall be 25 years' purchase of the gross average annual payments made on account of guaranteed interest from the date when such liability first arose to the last completed year. Any Council desiring to exercise these powers may call upon the Treasury to redeem its liability under Sec. 1 Tramways Act (Ireland), 1895, and to extinguish Share Capital to the extent of the capitalised value of such redeemed liability. Similarly where two or more County Councils are involved, they may act conjointly.

The Investments of Irish Money are as follows, at June 30th, 1908—

*Post Office Savings Bank,	£10,627,080
Trustee Savings Banks,	2,445,080
Joint Stock Banks Deposits and Balances,	50,594,000
Government Funds, India Stocks, War Stock, and Government	
Loan Stock,	38,310,000

\*Unlike other countries, this money is not at service for the country where the savings arise, but is taken at once to the British Treasury, yielding only to Ireland, at 2½ per cent., £265,575 per annum. At 5 per cent. this yield would be increased by £132,787.

## FINANCE.

To encourage the economic use of Irish monies now deposited in Banks on deposit receipts, at low rates of interest, in Post Office and other Savings Banks, in foreign securities, and in sinking fund investments, and to encourage trustee investment of monies arising out of sales by landowners to tenants, under Land Purchase Acts, it is necessary to provide a form of investment which will be at the same time thoroughly secure, yet easily negotiable, all monies to be raised under the Public Authorities Light Railway Acts, shall be secured as regards interest, firstly on the rates of the Public Rating Authority, and counter-secured by the Treasury. All such monies shall be redeemable in 60 years, and the maximum liability for interest and sinking fund, which any Public Rating Authority may incur, shall not exceed 8d. in the £.

Money may be raised from time to time as required in the manner following:—

Bonds shall be issued by the Public Rating Authority in sums of £1, £5, £10, £25, £50, £100, £1,000. These Bonds shall be transferable. Every transfer shall be by endorsement on back, and witnessed by a Bank Manager or Postmaster. Every Bond will have attached a series of Interest Coupons. The interest on the Bond will be payable after a definite date, to be fixed in every half-year, on presentation at any Irish Bank.

The amount of annual rent payable by the Co-operative Transport Corporation (Limited) to any Public Rating Authority, shall be applied in the payment of interest and sinking fund on account of any moneys raised under this Act for Railway purchase or construction.

Any payments made to a P. R. A. by the Co-operative Transport Corporation (Limited) in excess of the annual rent which may arise out of profits in the working of such Public Authority's Railway, shall be similarly applied till such receipts cover the entire liability on account of interest and sinking fund, and any surplus may be applied as follows:—

- (a) In redemption of Bonds at par.
- (b)
- (c)

A Public Rating Authority may invest its annual contribution to a Sinking Fund under this or other Acts in the funds of the Co-operative Transport Corporation, Limited.

Compensation for the Acquisition of Land shall be dealt with in all respects as provided by the Labourers' Dwellings Acts inclusive, 1883 to 1908, and the rules thereunder.

## SEAPORTS.

(A Parliamentary Joint Committee reported in 1879 as follows (with reference to Ireland):—Effectual Competition by Sea exists and ought to be guarded by preventing Railway Companies from obtaining control over public harbours.)

Where in the public interest for the purposes of this Act, it is in the opinion of a Public Rating Authority desirable to secure control of the administration of any Port or Harbour, any such Port or Harbour, except Dublin, Belfast, and Cork, shall be transferred to the control of the Public Rating Authority in whose district it may be situated, but where the interests of one or more immediately adjoining Public Rating Authorities might be adversely affected by such transfer such adjoining Rating Authorities shall, if they so desire, have proportionate representation in the administration of such Port and shall bear proportionate liability for its upkeep, development, and administration. Where there may not exist a seaport terminus to the Railway of any Public Rating Authority by reason of its geographical position, and where such terminus may be available in an adjoining Rating Authority's district, and provided such adjoining Rating Authority is unwilling to co-operate with the owners of such Railway, the railway may be continued to such seaport terminus at the expense of the Authority owning the Railway, and if the seaport so reached is not one already serving a town of not less than 5,000 inhabitants, the control of such seaport shall become vested in the Authority owning such Railway.

To secure the successful development of the interior districts and the best economic results under a Co-operative Transport System, every such Seaports Town should afford an inlet and outlet for the traffic of a Public Authorities Light Railway.

## PART II.—CO-OPERATIVE TRANSPORT CORPORATION LTD. ACT.

To authorise the creation of a Central Authority to carry on the working of every railway which may be owned or constructed by any Public Rating Authority.

To authorise a Capital of £3,000,000 being raised for the purposes of the Corporation.

\* To empower the Treasury to guarantee interest on £1,000,000 of such Capital, at the rate of 3 per cent. per annum—£30,000.

\*The Treasury have the use of £28,687,000 of Irish savings.

To empower each Public Rating Authority to guarantee interest on such portion of £1,000,000 of such Capital at 3 per cent. per annum, as will not require a levy on its rates exceeding one halfpenny in the £.

To authorise the issue of Bonds by the Co-operative Transport Corporation, bearing interest at 3 per cent. per annum.

To provide for the Constitution of the Corporation, as follows:—

- (a) *A General Council*; the members of which must be Irish Ratepayers, or Investors of Irish Capital in the Corporation, one-half of whom shall be nominated by the Crown so long as it continues to be a guarantor, and the other half shall be elected by the Public Rating Authorities; in each case there shall be one member on the General Council for (say) every £10,000 worth of subscribed Capital.
- (b) *An Executive Council*, to consist of sixteen members, one-half of whom shall be elected by the General Council from nominations made by those members of the General Council who will have been nominated by the Crown, and one-half shall be elected by the General Council from nominations made by those members of the General Council who will have been elected thereto by the Public Rating Authorities, Commercial and Agricultural interests to be represented equally.

To regulate the manner and times of meetings.

To provide that a President and Vice-President shall be elected yearly by the Executive Council.

To make provision for the retirement, election, and re-election of members of both Councils.

To endow the Executive Council, with full power, to carry on the intended work of the Corporation, and to appoint and remove all leading permanent officials (for the time being).

To provide that the members of the Executive Council may be remunerated as follows:—

- (a) by fees for each full day's attendance with a maximum limitation
- (b) by a bonus to arise, at a fixed scale from the net profits of the working of each separate railway

To provide for the relations between the Corporation and the Public Rating Authorities, and to define the general functions of the Corporation.

To authorise the Corporation to own and work steamships, motor waggons, and other means of transport, and to enter into agreements with steamship companies, railway companies, or other public or private carriers, for transit purposes other than working of railways belonging to any Public Rating Authority.

To provide for the keeping of separate accounts between the Corporation and each Public Rating Authority.

To provide for the allocation and distribution of profits as follows:—

After the payment of all working expenses in connection with each separate railway and the payment to the owners of the Statutory rent, the balance of receipts shall be applied:—

- (a) in payment of interest at 3 per cent. on the Capital employed in working such railway;
- (b) a percentage to Bonus Fund;
- (c) a percentage of net profits to an Auxiliary Fund to help transit development in poor districts;
- (d) a percentage of net profits to a Reserve Fund;
- (e) Employees' Pension Fund;
- (f) Balance to Public Rating Authority (owners of railway)

Payments into Funds (c) and (d) may be invested in the Bonds of a Public Rating Authority created under these Acts.

To provide that the work of constructing railways may be undertaken or to let same on contract.

To provide a sum to cover all preliminary expenses attending the formation of the Corporation. Such other provisions as may be necessary, including provisions as to maximum rates and fares.

#### EXPLANATIONS.

Management and control to be in equal proportions apportioned by the Crown and the Public Rating Authorities.

The total Valuation of Ireland is given as £15,533,684, therefore, to secure interest on £1,000,000, would create a maximum liability of 0·46d. in the £.

Each Public Authority would make application to the Co-operative Transport Corporation for membership, and guaranteeing its proportion of the interest, on such amount of Capital as the working of the railways may from time to time necessitate being called up within this limit.

As the working capital and purchase of Rolling Stock for each railway could not exceed £1,000 per mile, at least 2,000 miles would be in operation, and not one of the lines paying its way before this maximum liability would become a charge.

On the security thus afforded by the combined rates of Ireland, and the Guarantee of the Treasury, the Corporation could procure the necessary capital, as required from time to time, by the issue of guaranteed Bonds.

One Central Staff could control the working of every local railway.

There should be a General Manager, an Engineer, a Superintendent, all of whom should be the best obtainable, and a General Secretary.



The powers given to the Transport Corporation should be such as to avoid any expensive official inquiries being held in cases where a Public Rating Authority desires to have a line constructed.

#### PROCEDURE WHEN A LOCAL RAILWAY IS DESIRED.

A Public Rating Authority being an original member of the Corporation, or a Joint Committee of such Authorities, may, on having complied with all the necessary provisions of the Public Authorities Light Railways Act, make application to the Transport Corporation to hold an inquiry, whereupon the Executive Council would appoint a Committee, consisting of two of its members and a member of the General Council, who, with a representative of the Board of Trade and a representative of the Local Government Board, would proceed to investigate the circumstances of the district. The Engineer or Engineers of the Rating Authority would submit maps and plans of the proposed route and mileage to the Engineer of the Corporation, who on being satisfied would prepare estimates as to cost of construction, and submit same to the Committee. An expert would examine and report upon the probable traffic of the district. The Committee having ascertained all the necessary information, and the Public Rating Authority having obtained conditional agreements for the sale of the requisite land from the owners, a report would be furnished to the Executive Council, which would, if it is satisfied that within a reasonable period the proposed line would pay its full working cost, annual statutory rent to Rating Authority, and 3 per cent interest on capital employed in working it, agree with the Rating Authority as to amount of rent which it would pay (to be based upon 80 per cent of the minimum estimated gross receipts per mile per annum). The plans, &c., would be then submitted to the Board of Trade, whose duty only would be to ascertain that all provisions applicable to such Railways for the protection of various interests were complied with, as to which it would certify. Similar procedure as to finance would be dealt with by the Local Government Board, as to which it would certify.

Then the Corporation would make application to the Privy Council, whose duty it would be to ascertain that due inquiry had been made in accordance with the statutory provisions, that the certificates of Board of Trade and Local Government Board had been obtained, and, on being satisfied on these points, to issue an order authorizing the construction of the Railway.

It would be necessary to ensure that these Railways might not be hampered in any way by the action of Conference Rates and Agreements which exist, or may exist, in reference to and from Main lines. To do this would require powers to carry by sea, to connect with the various seaport towns, Irish and Cross Channel, so that being in a position to do this would enable favourable arrangements being made with other Companies.

No agreement should be made by the Corporation without the approval of the Rating Authority of the district, the traffic of which would be affected.

The Transport system suggested requires the co-operation of the Government, and all the Public Rating Authorities to form a Central Authority, which in turn, to organise and develop rural and backward districts, requires intimate relations to exist between that Central Authority and Consultative or Advisory Committees of Public Rating Authorities in every locality, so as to develop uniformity of system and economic working, which can only be accomplished on co-operative lines as regards both capital and control, and, as in Belgium, must be free from interference by the present or future Authorities controlling Main lines.

The Belgian system of Auxiliary Railways is worked by a National Society, in which the Government, the provinces, the various parishes and townships are co-operative partners, and though the Government owns almost the entire Main line Railway systems, yet it is a leading feature that the Department controlling the Main lines shall have no voice whatever in direction of the working of the National Society of Local Railways.

#### LIGHT RAILWAYS IN OTHER COUNTRIES.

M. Colson, Chief Engineer of Bridges and Roads in France, contributed a paper to the International Railway Congress of 1905, in which he stated, that at the end of 1903 there were in France 6,100 miles of Light Railways built on their own land, in full working, the average cost of which was £4,500 per mile, and earning £275 per mile per annum.

In Prussia there were at same period, 3,730 miles, costing £4,180 per mile, and earning £310 per mile per annum, and in Belgium, 1,430 miles, costing £3,600 per mile, and earning £330 per mile per annum.

#### COLLECTING AND BULKING PRODUCE.

These Railways can develop a system of collecting and bulking produce for export in order to economise expenses, and to secure lower rates on the Main Lines, for example, a Council Railway may have two or three dozen stopping places on its system, at many of which lots of poultry, eggs, butter or other commodities may be received for export to the same ultimate destination. The Working Company when handing these over to a Main line, could consign forward the collective total amounts, and probably with the co-operation of the Department of Agriculture, to an appointed agent for distribution to individual consignees.

Again, in dairying districts, milk can be collected from a large area of country and brought to a Central Creamery, and the separated milk and churn brought back promptly and cheaply.

The success or failure of the policy of breaking up the large grass ranches which chiefly occur in districts remote from and unserved by railways, must in a very large measure depend upon and be influenced by the provision of sheep transit services without any delay, otherwise it will be unremunerative for the new owners to cultivate their farms, and of necessity they must leave the land to produce live stock, which can walk to existing points of transit; and at the same time the prices of the necessities of life, owing to cost of long carting, must be very high. The same cause will involve a considerable economic drain upon the profits of poultry, butter and eggs, which might be expected to form the earliest output of importance in such areas.

## APPENDIX No. 29.

STATEMENT transmitted to the COMMISSION by Mr. RICHARD MCGONNEY, Solicitor, Clonmel, Secretary, Irish Horse Dealers' Association, relative to the CONVEYANCE of HORSES by rail, etc., and EXPLANATORY MEMORANDUM in connection therewith subsequently furnished by Mr. TAYLOR, on behalf of the Associated Irish Railway Companies.

## I.

## STATEMENT OF THE IRISH HORSE DEALERS' ASSOCIATION.

## Conveyance by Horse Boxes.

Difference per head in rate for conveyance of one, two, or three horses. The rate is excessive, and is not a uniform carriage rate.

Mallow is twelve miles from Cork, and the charges are for one horse 6s., for two horses 7s., and for three horses 9s. The rate for one horse might be reduced by one-third. Four shillings would be a reasonable rate, and would not be out of proportion to the charges for two and for three horses.

Comber is seven miles from Belfast, and the charges for one horse 6s., for two horses 9s., and for three horses 12s. These charges are out of all proportion, and are most unreasonable.

From Limerick to Dublin the rates charged are for one horse 42s. 6d., for two horses, 75s., and for three horses 101s. 6d.

From Kinsale to Limerick the rate charged for two horses is £3 12s., while two horses may be sent from Limerick to London for £4 0s. 0d.—i.e. more—though the distance is five times as great.

The rate per head charged for the conveyance of horses from Dublin to Reading is £3 0s., whilst the rate from Booterstown to Reading via Dublin is only £3 per horse. Booterstown is about 148 miles from Dublin.

There is no through rate from Booterstown or Malting to Reading, so that horses sent from either of these places to Reading must be booked first to Dublin, and thence to Reading. There is no apparent reason why there should not be through rates from these places to Reading, as well as from Booterstown and other places. There should be a through rate between all stations and all lines, and the whole rating system should be inquired into and adjusted according to mileage, and not be left as it is.

The horse boxes are too small and confined. They should be more roomy, and they should be better ventilated, and there should be a manger or feeding box in which horses could be fed. Provision also should be made by which horses could be given a drink when they are in the train, as they very often are tied up in these small, confined boxes for ten or twelve hours or longer. The accommodation for grocers in the boxes is very bad. It should be made as good for them as for third-class passengers, so they have to pay for third-class tickets when travelling in horse boxes with horses, otherwise they should be allowed to travel free.

Horse boxes should be properly brushed out, cleaned, and disinfected every time they are used immediately after use. Very frequently horses are put into boxes which have not been brushed out and cleaned, and which contain the droppings of the horse or horses which had previously been in them. When they are kept in this filthy condition, that surely cannot be disinfected.

When horses are booked through from a station on one line to a station on another line there is frequently very great delay in sending them on. They are often kept in a siding at a junction or elsewhere for several hours. The companies' officials or servants appear to be very lax in such cases.

When a horse box is required at a country station it sometimes takes two or three days for the station-master to get it, whereas if the person requiring the box communicates with the superintendent of the line direct a box is sent on at once, and there is no delay or disappointment. Delays of this kind cause considerable annoyance and trouble, and loss, too, sometimes.

In wagons horses can be sent by only one train in 24 hours from Belfast to Dublin, viz., the 10 p.m.

goods train. Horse boxes can be sent by the 9.50 a.m. train, and also by the 10 p.m. goods train. Horse boxes can be sent from Limerick to Dublin only by the 11 a.m. train. The railway companies should carry horses by every slow train.

## Conveyance by Wagons.

There is no rate per head charged for conveyance between some stations, though they are on the one company's railway. The same sum is charged for the conveyance of one horse as is charged for the conveyance of four horses. There should be a rate per head.

Before horses are permitted to be loaded or accepted by the railway company the consignee must sign a note declaring the value of each horse not to exceed £10, and thereby limiting his claim to that amount should the horse get killed owing to the negligence of the company's servants or otherwise. Horses thus sent in wagons have frequently cost twenty or thirty times as much money.

When these horses arrive at the end of their journey the consignee must sign a note declaring that the horses are received by him all right before he sees the horses or has any opportunity of examining them, and before they are delivered to him.

Both these regulations are most unreasonable. The wagons for the most part are unsuitable for the conveyance of horses. They are uncovered wagons, with two iron bars across the top from one side to the other. These bars are very dangerous—horses might hit their heads against them. The loading boards used for loading horses in wagons are dangerous and unsuitable. All wagons used for the conveyance of horses should have falling doors, the same as the horse boxes, and they should be covered. Horses have sometimes jumped out of the uncovered wagons. When it is raining—at sometimes does—the horses have to stand under it, and work in the wet. This is very injurious to them, and they frequently contract colic from wettings got in this way, and this is cause of considerable loss. Cattle, on which the wet would have little or no effect, are put into the covered wagons very frequently; while a wagon of valuable horses which may have cost £600 or £700 is uncovered, and the price of the wagon of cattle may have been £100 or £120 at the very outside.

A charge of 1s. is made for the whitewashing of each wagon. This seems to be a charge for which there is no reason whatever; besides, the wagons frequently are being whitewashed only when the horses are waiting to go into them, and the floors have not been swept out. The wagons are generally filthy. They should be kept clean and disinfected.

On fair days there are an insufficiency of porters and of wagons and horse boxes at the stations where the fairs are held; then the person who tips the porters best gets most attention and best accommodation. There is a great delay in the loading of horses, because of the insufficiency of porters and the want of system, and of some persons to superintend and direct the traffic to the different sidings. The delay in dispatching horses from fairs is very considerable frequently, and a cause of much loss to the horse dealers, and this delay is mainly caused by the want of system of porters, and the want of system to cope with the traffic.

Dated this 6th day of January, 1906.

(Signed), RICHARD MCGONNEY,

per J. W. C.,

Solicitor, Clonmel.

Secretary to the Irish Horse Dealers' Association.

## II.

## MR. TAYLOR'S EXPLANATIONS.

The rates for horses in horse boxes are based on a mileage scale which is shown in the public rate books of the companies, and the reason for the difference in the charge for one, two, and three horses when conveyed in the same box is that if only one horse is sent a horse box must be provided for the animal, and when more than one belonging to the same owner is sent in the same box the cost of conveyance for the additional animals is reduced.

The companies cannot admit that the horse boxes in use on the Irish railways are either too small or too confined. On the contrary, they are roomy and well ventilated, and eminently suitable for the use they are put to. In some of the new horse boxes which are being constructed managers are being provided, but there is a difference of opinion amongst owners on this subject, some contending that the better method of feeding and watering the horses is to send them in the service at some station en route, and not to fit the horse box with a manger which has been known to seriously injure an animal while on a railway journey.

The accommodation for game when travelling in charge of horses is suitable, and there is no reason why they should be carried free, and to do so would entail a loss on the companies which they should not be called upon to bear, and would be to unduly prefer them.

The companies have strict instructions in force as to the cleaning and disinfecting of the horse boxes.

As to delays at junctions, no specific case is quoted, and I can only say that such are rare, and occur only under exceptional circumstances.

With regard to the alleged delay in providing horse boxes, the companies ask and expect that 24 hours' notice should be given them by the person requiring the horse box, and when this is not done delays in forwarding sometimes occur in consequence. It will readily be understood that at times of exceptional pressure like the great Irish Horse Show and very large horse fairs, or the larger race meetings, it is not

always easy to supply an immediate demand, but if the notice asked for is given the companies almost invariably send the rolling stock required, and that without delay.

## Conveyance by Wagons.

I cannot say whether head rates for horses are in force on all the Irish railways, but I know of at least three companies (one of them being my own) where these head rates are in operation.

With regard to the declaration of value (£10) of horses conveyed in wagons, this condition is a reasonable one, and it must be remembered that if the owner is not satisfied with the arrangement he has the option of sending at somewhat higher rates by goods train and also by passenger trains in horse boxes, in which case the companies' liability by statute is £50 per horse.

The structures passed by Mr. Moloney on the wagons used for the conveyance of horses are not justified. As stated in my general evidence, all new wagons are constructed after the pattern approved by the Department of Agriculture, and are fitted with roofs and falling doors. The companies endeavour, too, to ensure that horses are loaded into rooled wagons, but sometimes, of course, it is necessary to use unrooled wagons, but this is a diminishing grievance.

With regard to the charge of 1s. per truck for disinfecting, this service is obligatory on the railway companies by an order of the Department of Agriculture, who are very particular on this point, as was shown in evidence given before the Commission. The charge is authorized by the Railway Rates and Charges Order Confirmation Act, 1892, Part 2, Animal Class.

Mr. Moloney's description of the arrangements at fairs is fanciful. Doubtless, he is referring to some time ago when the railway companies' arrangements were not as complete as they are now; but I can say, without hesitation, that the scenes described by Mr. Moloney are unknown at any fair I have knowledge of.

The Irish railway companies are fully alive to the importance of the horse trade, both to themselves and to the country generally, and they do their best to give a good and satisfactory service to the trade.

## APPENDIX No. 30.

EXTRACTS FROM SWORN STATEMENT OF EVIDENCE furnished to the Commission by Mr. PATRICK FLYNN, J.P., Barondal Director, Cavan and Leitrim Railway, on 22nd January, 1909, and reply thereto subsequently furnished by the Cavan and Leitrim Company.

(Mr. Flynn was not examined.)

## I.

## MR. FLYNN'S STATEMENT.

Mr. FLYNN, speaking as a director of five years' standing, swears that his object all along has been to reduce expenditure, and thereby relieve the guaranteeing area. He points out that in 1904 the shareholders' directors obtained, by resolution, authority to increase their number to enable them to control the administration and management of the undertaking.

His experience as a director leads him to say that the shareholders' directors have no real interest in the economical working of the line, as all dividends are payable by the railways, in addition to the 5 per cent. dividend. In his opinion the line will never be worked economically or to the satisfaction of the guarantee until the County Council are empowered to increase the number of local directors sufficiently to secure a majority on the Board.

Criticising the evidence submitted to the Commission at the November, 1906, sittings by the Rev. J. G. Digges, Shareholders' Director of the Cavan and Leitrim Company, Mr. Flynn states:—

"I deny the statement made by him that a 'shareholder' director proposed that the local auditor, Mr. Gannon, be allowed admission to

"the station houses on this line for purpose of such, and that the County Council directors opposed the proposition. This never occurred "at any meeting I attended, and the other Leitrim County Council directors stated at the last meeting of the Board they never heard any such proposal, and I find on investigation at the office "there is no record of any such proceedings on the minute book.

"The rev. director's evidence also went to show "that the County Council refused a free grant of £24,000. This I emphatically deny. What the County Council did do was, and I was Chairman "at the meeting—They called for a genuine guarantee that the extension to be made by the grant of £24,000 would never cause any taxation, and the Council still believe that they were "quite right in safeguarding the taxpayers they represented.

"The greatest possible proof of the mismanagement of this line is that the manager and some of the directors of this railway are also managers and shareholders of the Ardsagha Mining Company, and to put it briefly, no man can serve two masters. Both the manager and the directors would naturally have more interest in the Mining Company than in the railway, as the

"railway dividend was fixed, and could not be reduced, but there is no limit put to the earning power of the Arigna Mining Company.  
 "In the prosecution of this railway it was potently stated that the rate would never be allowed to exceed 6d. in the £, whereas some years ago the rate varied from 1s. 6d. to 2s. in the £ for this vitally-constructed concern.  
 "There is also a 5 per cent. guarantee instead of 4 per cent. on other guaranteed lines in Ireland."

Mr. Flynn adds —

"The only solution of this extraordinary evil is the Treasury to give a capitalized sum that would buy out the interest of the shareholders, and then scruple with the Great Northern or the Midland to work it, without any guarantee from the ratepayers, which either company would do successfully. The Treasury would eventually make money out of this transaction, for the reason that as the concern now stands the subsidy of £4,500 per annum may go on increasing indefinitely. By capitalizing and putting the line under proper management they would be relieved of any responsibility in the future."

## II.

### CAVAN AND LEITHEN COMBINE'S BEHEV.

The remarkable thing about Mr. Flynn's statement is that it has been sent in at all. This gentleman, being a member of the County Council, and also a heretofore director of the railway, was originally appointed by the Council, at the same time as the Council's other witnesses, to give evidence; but he makes no appearance until January 22nd, 1909, after the sittings of the Commission had concluded. The explanation is as follows —

At the conclusion of the company's evidence (32544) it was remarked that "Not one of the six heretofore directors had appeared before the Commission to object to anything in connection with the management and working of the line," and (32545) that "Their absence from the list of witnesses against the company was the most eloquent testimony to the straightforward and successful manner in which the line has been and is being worked." When this evidence had been reported in the local Press some of the ratepayers, as opponents of the railway Board and of Mr. Flynn, attacked him in public meetings for having failed to go forward as a witness, and called for his removal from the Board. Mr. Flynn then promised to give evidence, and his statement is the result.

The increase in the number of directors referred to by Mr. Flynn has been fully explained in the company's evidence (32492).

The claim for control by the ratepayers is a mere repetition of the assertions of previous witnesses, to which the company's evidence makes sufficient reply.

I regret his denial of the evidence of the company with reference to the transactions of the Railway Board upon Mr. Gannon's claim, because he is in full possession of all the facts. He was present on the occasion referred to. In support of the company's evidence, and in contradiction of Mr. Flynn's assertions, I here supply an extract from the minute book of the Board of Directors, this minute having been adopted during Mr. Flynn's presence at the Board meeting, twelve directors being in attendance.

### "CAVAN AND LEITHEN RAILWAY."

Meeting of Directors, January 13th, 1909.

Copy of resolution adopted —

Resolved — That Mr. Digges having proposed on November 25th, 1907, that permission be given to Mr. Gannon to visit the stations for the purpose of his audit, and that a station-to-station pass be issued to him accordingly, but no second vote being found for the proposal, that a resolution was then unanimously adopted declaring to permit visits by Mr. Gannon to the station offices; that nothing has since occurred to alter the Board's decision; that, on the contrary, the Chairman of the Vice-regal Commission has stated that the Board's action in this matter is in agreement with the practice on English railways, and that on Mr. Sexton's suggestion to the effect that if Mr. Gannon's audit in Dublin disclosed any matter which required local inquiry a visit to the stations should be allowed, Mr. Digges, in reply, stated that if any case of that nature arose the Board would deal with it as Mr. Sexton suggested. Now the Board, while declaring to rescind the resolution unanimously adopted on November 27th, 1907, resolve that if the audit of any auditor discloses any matter which requires local inquiry the Secretary is hereby authorized to permit such local inquiry."

I think that this completely disposes of the position of Mr. Flynn's statement.

Mr. Flynn's reference to the rejection by the County Council of the Government's free grant of £24,000 for extensions of the railway calls for no comment. The matter was exhaustively dealt with before the Commission (32475-32482).

Mr. Flynn's remarks about the Arigna Mining Company and the alleged promise of a 6d. rate are merely repetitions of the statements of previous witnesses, and, having been replied to already on behalf of the company, require no further notice here.

Mr. Flynn's proposal for a solution of the taxation problem does not concern itself to me; nor will it, I think, carry much weight with anyone who brings intelligent investigation to bear upon it.

(Signed), J. G. Dromas,  
 Director, Cavan and Leithen Railway.

April 2nd, 1909.

## APPENDIX No. 31.

MEMORANDUM as to Passenger Fares and Goods Rates in Ireland, furnished to the Commission by  
 Mr. S. McELROY, Banbridge, County Down, on 29th January, 1909.

Taking an average of the four competing stations, viz., Derry, Cookstown, Antrim, Newry, touched by the Great Northern Railway, the third return fare is 1-34d. per mile. Now the third return fare over the entire system looking from Belfast is 1-66d., or 48 per cent. extra, where there is no competing pair.

Following State purchase, the only solution open to satisfy the public is to make these rates and fares in operation of competitive points a basis for all fares and rates in Ireland that would throw no place to be

victimized or to be charged exorbitant rates because of no opposition.

The argument is hard to be got over; the two principal companies in Ireland are concerned in the above figures, and they are both successful, and making a dividend, but some parts of their respective systems must be paying too much for want of opposition.

In the case of forming a basis for goods rates, the railways should be pinned down to the rates they are willing to carry for when they are opposed by coal or road opposition.

## APPENDIX No. 32.

STATEMENT as to the RATES FOR PORTER, transmitted by Mr JAMES LESLIE, Cahirciveen, on the 18th February, 1903, and explanations in connection therewith furnished by the General Manager, Great Southern and Western Railway.

## MR. LESLIE'S STATEMENT.

I am a large trader in Cahirciveen, carrying on an extensive trade in various classes of goods. I am wholesale agent for Messrs. Guinness and Company. I receive during the year 800 tons of porter by rail from Dublin, for which I pay 17s. 6d. per ton of six-ton lots. I have made inquiries, and find the rates paid to other towns are very much smaller.

	s.	d.
Dublin to Tralee, 200 miles,	9	0
Dublin to Kilmarnock, 185 miles,	9	0
Dublin to Castlemaine, 200 miles,	12	6
Dublin to Killybegs, 200 miles,	12	6
Dublin to Dingle, 220 miles,	9	0
(to Tralee &c. via Dingle Railway)		
Dublin to Listowel, 220 miles,	9	0
Dublin to Cahirciveen, 230 miles,	17	6

This is a very serious burden on the traders of this whole district, and tends very much to turn the volume of country traffic away from Cahirciveen and on to neighbouring towns. The loss in this way is very considerable, very much more than the direct and immediate loss of 6s. or 7s. per ton, which we pay over and above what would be a fair mileage proportion as compared with Tralee or other towns in Kerry. The town of Dingle is one of the most remote in Kerry; it is as far from Dublin as Cahirciveen; to reach it one must use two railways; there are thus the expenses of transfer at Tralee, and the necessarily high rates which must be charged by a small line such as the Dingle Railway; yet, with all these drawbacks, the Dingle merchants get porter from Dublin at 14s. per ton, while the Cahirciveen merchant, who is served by the G.S. and W. Railway alone, pays 17s. 6d. per ton for it.

At the time of the amalgamation of the G.S. and W. Railway with the Waterford and Limerick, Mr. Coffey, who was then agent for the G.S. and W. Railway, promised to give me porter rate in proportion to the Tralee rate, so did Mr. McEnery, who went about the county getting traders to sign a petition in favour of amalgamation. Further, I had an interview with Mr. Colburn in his office in Dublin on the same subject before the amalgamation. He undoubtedly promised me then that I would get a rate proportionate to the Tralee rate. Never for a moment suspecting the bona fides of all these promises, and fully believing they would be carried out, I did not ask to have them reduced to writing. That they were made, however, I can swear to, and that they have never since been carried out, though I applied repeatedly, as my excuse for troubling the Commission with a statement of my case, which, though small, is still one of gross and glaring injustice. Mr. McEnery's letter is as follows—

"DEAR SIR,

"I am surprised to hear that you have not got the benefit of a reduced rate on your porter from Dublin to Cahirciveen, as it was given to traders in every other town in Kerry at the time of the amalgamation. When I was agent for the railway company I visited Kilmarnock, Castlemaine, Killybegs, Listowel, Dingle, and smaller towns, in order to have a petition signed in favour of the Amalgamation Bill. Mr. Colburn, who was then the manager of the company, gave me authority to offer reduced rates to traders in those towns if they signed the petition. I remember I made a similar promise to you, because without your assistance I would not have been able to get the petition signed in Cahirciveen. I know that Mr. McCrohan, of Killybegs, holds or held letters from the railway company promising reduced rates for his support. I think you are fully entitled to the same privilege, and I was under the impression till now that the porter rate to Cahirciveen had been reduced to 18s. per ton

for six-ton lots. It is only fair that should have been done, because at the time of the amalgamation Tralee, Kilmarnock, and Listowel were given a 9s. rate for the same quantity, and other towns in Kerry should have been dealt with on proportionate scale.

"I think if you had an opportunity of appearing before the Railway and Canal Commission you could compel the railway company to give you the reduced rate.

"Yours faithfully,

"J. McENERY."

Were Cahirciveen to be treated as Tralee and the other towns of Kerry are, and as I was promised before the amalgamation, the rate for porter would be 10s. 6d. per ton; instead I am paying 17s. 6d. per ton, or nearly 7s. more than my proportionate and proper rate. This I consider grossly unjust, and request your body to inquire into it, with a view to removing one of the many drawbacks that this poor and remote district suffers from.

The ratepayers of this whole barony pay about 1s. in the £ for the support of the Great Southern Railway, and yet they are worse treated in the matter of rates than districts that are bordered with no such charge. I claim, therefore, that Cahirciveen is entitled to the same treatment as the other towns in Kerry:

1. I was promised this before the amalgamation.
2. Cahirciveen is poor, and pays more for the upkeep of Great Southern than any other district in Kerry.
3. On all principles of justice and fair play, this extra tax on a remote district is most unfair.

In conclusion, I wish to point out not only the disparity of the Cahirciveen rate with other rates for similar traffic in the district, but also the injustice of the existing charge, as illustrating what railway companies will do when they do not fear competition.

## MR. DENT'S EXPLANATIONS.

In reply to the above statement, Mr. Dent, the General Manager of the Great Southern and Western Railway, has requested the Commission to publish the subsequent letters from him on the subject of Mr. Leslie's complaint, which had been previously discussed by correspondence between the Commission and the company—

1.

H.L. 8371A.

GREAT SOUTHERN AND WESTERN RAILWAY,

GENERAL MANAGER'S OFFICE,

Dublin, 25th February, 1903.

SIR,

Referring to your communication of the 4th instant, No. 62-08, relative to a complaint furnished to the Commission on behalf of Mr. James Leslie, Cahirciveen, I beg to say that the figures so quoted are correct; but there are special circumstances in connection with the Tralee rate, which is one we have sought to increase.

I cannot find that Mr. Leslie was promised the Tralee rate, and that in operation with Cahirciveen compares favourably with rates to other places similarly situated.

I am, Sir,

Your obedient servant,

(Signed), C. DENT.

The Secretary,

Vice-regal Commission on Irish Railways,

13, St. Stephen's Green, N., Dublin

## II.

H.L. 88715.

GREAT SOUTHERN AND WESTERN RAILWAY,  
GENERAL MANAGER'S OFFICE.

Dublin, 10th February, 1908.

SIR,

I am obliged for your letter of the 18th instant, 860-08, enclosing further correspondence relative to Mr. Leslie's complaint, and have no additional remarks to offer thereon.

If the promises referred to were made by Mr. Colbourn, it appears rather strange that nothing should be heard of it during his lifetime.

I am, Sir,

Your obedient Servant,  
(Signed), C. DREW.

The Secretary,

Vice-regal Commission on Irish Railways,  
13, St. Stephen's Green, N., Dublin.

## III.

As regards the remarks contained in the last paragraph of the statement, Mr. Drew has furnished the following explanation:—

Coblenzham is 233 miles from Dublin, and the rate Mr. Leslie is paying for porter between the points is 17s. 6d. per ton for six-ton loads, G.R. Anyone having a knowledge of railway rates would consider this a reasonable figure for the distance.

The rate was a competitive one fixed when the Clyde Shipping Company's steamers were running to Coblenzham.

## APPENDIX No. 33.

STATEMENT transmitted by Mrs. A. BULOGE, Lisdooconvarna, County Clare, relative to alleged unsatisfactory train service, &c., on the Clare Railways, and explanation in connection therewith subsequently furnished by the Company.

## I.

## Mrs. Buloge's Statement.

I wish to bring under the notice of the Vice-regal Commission on Irish Railways the following facts, which can be seen from way railway guide:—

To develop this part of Ireland the railways must do something by offering inducements for visitors to come here. It is easier and cheaper to get from Dublin to any resort in Wales than to travel in this direction. Firstly, the only train from Dublin from November to July, or all the year round, that visitors can come by without a delay is the 6.40 a.m., which reaches Ennistymon at 1 o'clock daily, this being a train in connection with the mail boat at Kingstown. How many delicate people would shake their heads and stick getting up at 4 a.m. day when they can go by midday boat to the other side of the Channel. The next train, at 9.15, reaches Ennis about 2.30 or 3 o'clock, then the west begins, and passengers cannot proceed farther until 6.30 p.m., reaching Ennistymon about 7.30 (about an hour's drive from here), and Lisdooconvarna about 9 o'clock. Altogether the journey occupies nearly twelve hours. Thus, there are only two day trains coming along the coast. Surely this is a poor way to develop the country. There is no encouragement to people to spend their money and give their time for the sake of developing the country. Look at the number of trains bringing the people out of the locality daily. The following time table shows that five trains leave Kilkree daily, namely:—

7.25 a.m. to suit the emigrants.

11.15, which connects with the 1 o'clock from Ennistymon.

2.10 to Limerick.

5.35 p.m. to Dublin, and

4.30 (put on lately) to connect with the 6.15 at Ennis to enable passengers to travel by the Fish-guard route.

Thus, there are five trains to take the people away, and only two to bring them into the locality every day of the year. From July 1st to October 1st the Kilkenny express leaves Kilkenny daily at 11 o'clock, and connects at Ennis with a train which reaches Ennistymon at 4.45, by which the principal number of visitors for Lisdooconvarna, Lahinch, Miltown-Mulvey,

and Kilkree travel. What I have been always fighting for is that the West Clare Railway should run a train once a week at 3.30 from Ennis to enable people in the late autumn and winter and early spring months to come if they wish. But no such facilities are offered, which, I think, is a bad policy. Look how every little town and hamlet is served by the railways in England. There are week-end tickets given from 1st of May from Saturday to Tuesday at half fares, but few people take advantage of them, as the journey is too long for only a two days' recreation. If the company extended these tickets for a week they would be more availed of. I am afraid it is useless to hope for any help from the West Clare Railway Company, as the guarantee from the county pays all expenses, but that is not a progressive policy.

I forget to say that no one ever comes by the night mail from Limerick at 9.30.

Now that the 1909 season is about to open it is a good time to try and get the West Clare Company to better themselves. There is more profit to be gained by developing this part of the world than they imagine, and the facilities considered sufficient twenty years ago will not meet the case now.

## II.

Dublin, 29th March, 1908.

## WEST CLARE COMPANY'S EXPLANATION.

MRS. BULOGE'S COMPLAINT RELATIVE TO A SATURDAY AFTERNOON TRAIN.

Your letter of the 29th ult. (T/67), addressed to Mr. Sullivan, has been forwarded to me, and laid before my directors.

They have fully considered and dealt with Mrs. Buloge's complaints, and regret that, having regard to their duties to the shareholders and the governing area, they cannot censure the service which she, in her own personal interests, suggests, and which would not pay.

I may add that the time table objected to was considered and approved of by the Board of Directors, who are fully conversant with the requirements of the county, which must be considered as a whole.

(Signed), W. J. KENNEDY,  
Secretary.

## APPENDIX No. 34.

STATEMENT transmitted by the Rev. J. BROWNE, P.P., Glenties, Co. Kerry, relative to the refusal of the Great Southern and Western Company to erect a Flag Station at Glenties, on the Headford and Kenmare Railway, and explanation in connection therewith subsequently furnished by the Company.

I.

REV. J. BROWNE'S STATEMENT.

ST. ANASTA'S PARISH, GLENTIES, CO. KERRY.

March 3rd, 1909.

DEAR SIR,

During the sifting of the Vice-regal Commission on Irish Railways I brought before the Commissioners the action of the Great Southern and Western Railway in refusing to erect a flag station at Glenties on the Headford and Kenmare Railway. You have now informed me by your letter of the 24th February—that the company have now advised the Vice-regal Commission on Irish Railways that, having sent down to have the district specially examined, they had come to the conclusion, from the report which had been furnished to them, that it is quite manifest the locality would not yield traffic which would warrant them in erecting an additional station.

Now, sir, let me inform the Commission that this "special examination" merely consisted in the Traffic Manager and the District Superintendent coming down on an engine to Glenties—never leaving the railway line—spending less than one hour looking around them, and returning without seeing any of the persons interested! Such was the special examination, and such, too, was the trifling consideration given to the serious demand, for railway facilities, of the farmers of this parish who are taxed £1,300 per annum for this branch line. One would naturally expect something like a serious investigation of the merits of the case, seeing that the following have written to the Directors of the Great Southern Railway Company in support of the petition of more than 100 farmers for this proposed station—

- (a) Kerry County Council.
- (b) Killarney R.D. Council.
- (c) Earl of Kenmare, H.M.L.
- (d) Mr. Cronin-Cullen, D.L., Glenties Castle.
- (e) John Murphy, Esq., M.P. for the district.
- (f) C. Rolfe, Esq., Co. C. for the district.
- (g) J. Browne, P.P., Glenties.
- (h) Daniel J. Donoghue, R.D.C., Glenties.
- (i) Rev. J. Prendergast, C.C., Glenties.
- (j) Dan. B. Donoghue, R.D.C., Glenties.
- (k) Dominic Cronin and Son, Butcher Merchants, Cork.
- (l) J. P. Harding and Son, Butcher Merchants, Cork.
- (m) Board of Agriculture and Technical Instruction for Ireland.

We are taxed for this branch line £1,300 a year, and the Kerry County Council pays this sum to the Great Southern; it also pays the Great Southern £1,600 for the Killarney branch, £1,400 for the West Kerry, and £400 for the Castledillon branches—in all, £4,500 per annum; yet the unanimous verdict of this important trading body in favour of this little flag station is dismissed in less than one hour by the railway company. The position is fast becoming an intolerable one for the Kerry County Council and for the Kerry farmers who are paying this heavy tax. And what is worse still, they must go on paying it. For it is notorious that the Great Southern are not making any proper effort to make these small guaranteed lines pay their way. We see almost every day the carriages empty on the Headford and Kenmare line—to effect made to create traffic, no early train for the farmers on Killarney fair and market days—no excursions; even the mail traffic has not yet been secured, for though this line is open for over sixteen years, the mails are still carried by car from Headford to Kenmare. The people here who are paying this railway tax are naturally anxious to hear why this mail traffic has not long since been secured, which would relieve them from the burden of this

heavy burden. But the railway company need not care; they have their guarantee from the Kerry farmers.

Butter, I might say, is our only industry, and Cork is our market for same. We are compelled to cart our butter right across the Headford and Kenmare line to Headford Junction, a distance of from two to four miles. Thus, time is wasted, and the butter is much injured by the heat of the roads and by exposure to the summer heat. For this reason the Cork butter merchants supported our petition. Now, let me call your attention to what happens in the absence of this Glenties flag station. The very people who gave their land for this line, and for whose use and benefit it was built, and who are taxed £1,300 a year for it, are forced over to Headford Junction to the main line, where there is no guarantee, every time they wish to use the railway. You see the result—the Great Southern lose nothing; they get their traffic on the main line, and the people have to chance to help themselves by making the branch line pay its way; so the £1,300 a year must go on for ever. Surely this situation is so intolerable that some way out of it must be found. The Kerry County Council at its last meeting, held on the 18th February, 1909, in an effort to estimate itself and its people from this intolerable position, passed the following resolution:—

Resolved:—That a Committee consisting of the County Councillors and parish priests of the different parishes among be appointed to inquire into the liability and position of the public in regard to payment of railway guarantees, and also in regard to the wants of the people as to train arrangements, etc."

Furthermore, no effort is made to make traffic. Lams burning is carried on at Killarney on this line—fifteen miles from Headford; yet, though it is the best measure for the reclamation of mountain land, which is the land of the district, nothing is done to bring it by cheap railway rates within the reach of the people.

Finally, these facts were placed before the Agricultural Department in Dublin. The Vice-President, Mr. T. W. Russell, M.P., sent down his railway expert, Mr. P. McNulty, to make a thorough inspection of the district. After his report was sent in, which was entirely favourable, the Department wrote to the Great Southern Directors strongly recommending the proposed station at Glenties in the interests of the farmers of the district. But the Department of Agriculture have been treated with the same scant courtesy as the Kerry County Council.

You will notice that though you wrote to the railway company early in November last, you got no reply on this matter until the sittings of the Vice-regal Commission had concluded, when the farmers of this parish could not be heard. Therefore, I claim that these facts should be placed before the Commissioners and should find a place in your Final Report. They prove without doubt that the position of the people in the guaranteeing areas in Kerry is simply intolerable—the position of the Kerry County Council entirely anomalous, for here you have taxation without representation in its ugliest form; the powers of the Department of Agriculture absurdly inadequate to foster and to protect the agricultural interests of Ireland; they prove, too, that the Great Southern and Western Railway Company are not at present, and are not likely to be in the future, Nelson builders.

I am, Dear Sir,

Yours faithfully,

(Signed), J. BROWNE, P.P., Glenties.

The Secretary,  
Vice-regal Commission on Irish Railways,  
Dublin.

## II.

## THE COMPANY'S EXPLANATION.

## GREAT SOUTHERN AND WESTERN RAILWAY.

Traffic Manager's Office,  
Kingbridge Station, Dublin,  
15th March, 1909.

DEAR SIR,

With further reference to Rev. Father Browne's application for the erection of a flag station at Clonsilla, or Curral, on the Headford and Kenmare Railway.

The statement made by Rev. Mr. Browne that we saw none of the persons interested in Kenmare, as the District Superintendent and myself saw two of the inhabitants of the place, who gave us all the necessary information as to the number of houses in the vicinity and the likelihood of traffic. He is also inaccurate in stating that we did not leave the railway line. There is, however, no need to leave the railway line to see the valley, as the railway runs right through it. He is further inaccurate in saying we do not carry the mails. The day mail is sent by train; the Post Office do not send the night mail by train, presumably because it would involve the running of a special train.

The place where the station is wanted, "Curral," is at a road-crossing where there are about ten or twelve houses in the immediate vicinity. There is no village near, and the place is not even named on the "map to the mile" Ordnance map.

The farms about are apparently small, and there is little tillage. What few passengers there are now going southwards go to Headford Junction, 2½ miles; those going to the Kenmare direction go to Lee Bridge, also 2½ miles distant.

The rev. gentleman gives an imposing list of names in Cork and elsewhere who would like a station erected, but something more than names is wanted to pay for a railway station.

As to the claim for better facilities on the ground that the County Council are paying £1,500 per annum guarantee for the line, I have only to say they are getting very good value for what they give. The Great Southern and Western Company put £20,000 of their money into the construction of the line, the interest on which is about £1,000 per annum, and we incur a deficit of about £1,200 per annum in the working in addition. Our net deficiency at the present moment is £27,000, exclusive of the interest of about £15,000.

I am astonished that the rev. gentleman should state that no effort has been made to create traffic on the line. We have given very low rates for lime (which he refers to), and also for limestone, but they are not availed of to any extent. We run four passenger trains a day each way; we have spent thousands of pounds in erecting a hotel at Kenmare to create a tourist traffic; we pay hundreds per year to maintain a coach service between Kenmare and Cahersiveen in the summer months; we maintain a carriage service to Skreen, sixteen miles from Killarney at considerable cost to get traffic from the sea; we have given low competitive rates to Kenmare with the same object, and have in every other reasonable way sought to encourage business.

Yours truly,

(Signed), E. A. NEALE.

G. E. Shanahan, Esq.,

Vice-regal Commissioner on Irish Railways,  
18 St. Stephen's Green.

## APPENDIX No. 35.

STATEMENT as to RATES for CRAB APPLES, transmitted by Messrs. JOSEPH MINCHIN and SONS, Clonsilla, on the 14th April, 1909, and explanation in connection therewith, subsequently furnished by the Traffic Manager of the Great Southern and Western Railway.

## I.

## MESSRS. MINCHIN AND SONS' STATEMENT.

In August, 1908, we endeavored to ship some crab apples to Wigan, via Waterford and Liverpool, and as there were no through rates between Clonsilla and Wigan, we had to work the first order of twenty tons on the local rates, which are as follow:—

	s.	d.	per ton.
Clonsilla to Waterford, ..	7	6	
Transfer Charge, ..	1	6	do.
Waterford to Liverpool, ..	10	0	do.
Liverpool to Wigan, ..	17	6	do.

plus transfer charges at Liverpool.

In September, 1908, we wrote the G. S. & W. R. Co., asking for a through rate between the points in question, pointing out that they were carrying this traffic for the Clyde Shipping Co. at a lower rate than for the Waterford Steamship Co. We might here state that the rate from Clonsilla to Belfast is 16s. per ton per the Clyde Shipping Co., and as the latter Company's rate from Waterford to Belfast is 12s. per ton we think it is evident that the proportion accruing to the G. S. & W. R. Co., from this through rate to Belfast is much less per ton than what they charged us for the traffic sent by the W.S.S. Co. to Liverpool for Wigan.

At this time we asked the G. S. & W. R. Co. to quote us a rate to Duncannon for crab apples, and they reduced the rate to the latter place from 11s. 11d. to 9s. 6d. per ton, with the result that we sent 40 to 50 tons to the latter town, via Waterford. We then wrote again, pointing out the anomaly between their rates, Clonsilla to Duncannon, via Waterford, and Clonsilla to Waterford, and asked them for a reduction on their charges to Waterford. They,

however, declined; and they still maintain that their charges to Waterford—a distance of 25 miles—of 8s. 6d. per ton, as against their charge to Duncannon (via Waterford)—a distance of about 54 miles—of 6s. 6d. are quite reasonable.

Finally, in February, 1909, they quoted us a special rate of 30s. per ton for this traffic to Wigan, but, as the season ended in the previous September, this offer was useless to us as far as last year was concerned.

We certainly think we have been badly treated in this matter, and if the G. S. & W. R. Co. had met us in a more reasonable manner, and taken up the matter promptly, we would have been able to ship about three times the quantity.

We might mention that from the 1st of August till about the middle of October, we shipped close on 150 tons of crab-apples, and, as they are but a by-product, and can only be sold when apples are scarce, we think we are entitled to exceptional treatment in the matter of rates. The local rates charged on the goods sent to Wigan added over 50 per cent. to the cost of the article when delivered at that station.

## II.

## MR. E. A. NEALE'S EXPLANATION.

In contrasting this Company's rate for crab apples, Clonsilla to Waterford, with the rate from Clonsilla to Duncannon, complainants show the rate to Waterford as 8s. 6d. per ton, whereas earlier in their statement they gave it as 7s. per ton, which is correct.

The distance by road from Clonsilla to Duncannon is less than half the distance by rail, and is making rates between the points this fact has to be taken into consideration.



## APPENDIX No. 35.

ARTICLE ON THE STATE PURCHASE AND UNIFICATION OF THE IRISH RAILWAYS, furnished to the Commission by Mr. F. W. CROSSLEY, Irish Tourist Development, Ltd., Dublin.

Irish Tourist Development,  
30, Molesworth street, Dublin,  
22nd January, 1909.

DEAR SIR,—Having followed the evidence submitted to the Commission during the inquiry with close attention and interest, it has occurred to me, in view of the practical consensus of opinion expressed by the majority of the witnesses in favour of the unification of the Irish railways that some figure as to the purchase of the Irish lines contributed by me to the Statist in February, 1906, might be useful to the Commission in connection with final report. I have pleasure, therefore, in enclosing a copy of my article, with editorial comment, which the Commission may embody in the record of their proceedings if they so desire. I may add that my views on this subject, which are quite unchanged, have, in my opinion, been endorsed to a large extent by the recent development in the railway policy of Great Britain, which is apparently moving in the direction of unified working.

Yours faithfully,

(Signed) F. W. CROSSLEY.

Geo. F. Shannon, Esq.,  
Sec., Vice-regal Commission on  
Irish Railways.

(Article referred to above.)

#### PURCHASE OF THE IRISH RAILWAYS BY THE STATE.

With the advent of a new Government those in Ireland who are concerned in the development of its trade and commerce are now debating as to what the future policy of the Executive will be with respect to Irish railways. An agitation in which the Department of Agriculture and Technical Education has taken some part, has for several years been fermenting for the revision of transit rates, but from which no appreciable remedial change has yet resulted. It is nevertheless recognised on all sides that a revision of Railway Rates is urgently needed, and of a sufficiently drastic degree as to operate to the immediate benefit of the Agricultural and Commercial interests of the country. In no other way than by State intervention can this matter be adequately dealt with, and as in the event of the necessary home measures being applied in this connection, simple assurance need be given to the present proposers that their vested interests will be duly safeguarded, it would appear that direct Government administration is the only possible remedy. As the avowed policy of the present Government is to deal with liberality towards Ireland, it is felt that the question of the unification of our railway system under State control is one likely to enter within the sphere of practical politics at an early date.

In the year 1825 when Mr. Thomas Robinson was appointed to the management of the Great Northern Railway (L.) to the Chairmanship of the Irish Board of Works, by Mr. Gerald Balfour, it was expected that the Government would then have proceeded to deal with the Irish Railway and Tourist problem. The time was opportune, the circumstances most favourable, and the facilities for action were exceptional, but it is regrettable to have to record that instead of pursuing the proper course, the late Government permitted itself to be lured into the guanoes of a policy, viz.—that of encouraging the English railway companies to extend their sphere of influence into Irish railways, which it is now likely to operate in the future most detrimentally on the commercial interests of Ireland. The primary sufferers must ultimately be the Irish trader and agriculturist. Not merely will he feel the pinch of reduced dividends on

his railway investments, which no doubt will be serious enough, but the products and manufactures of the country will be made to bear, by an invidious manipulation of rates, the further burden of the cost of unproductive and ill-considered schemes. It will be seen, therefore, that the Government will be acting wisely if the railway problem be given a foremost place in their category of Irish projects to be immediately dealt with. The more prompt of a "Departmental" Committee of Inquiry, or even the appointment of a "Vice-regal Commission," will be inefficient and useless, and such a course would, indeed, do more harm than good. The outlook is too serious to admit of tinkering of any kind, and in making this statement, which perhaps may appear to the uninitiated as pessimistic, I do so with the confidence of one having a special knowledge of the situation. There is, perhaps, no other question in the affairs of Ireland of such pre-eminent and pressing importance as that of the obligation of the State to the country in relation to railway and tourist matters, and which is more in need of immediate remedial treatment at the hands of the legislature.

What remedial treatment then it may be asked do I urge as necessary to arrest the decline which is gradually but surely concerning the vitality of the country. In my judgment the remedy lies as aforesaid, in the unification of the Irish railway system, when, in the hands of qualified Commissioners, those pressing economical reforms may be executed, which cannot be undertaken so long as the present system of private ownership exists. Those who may not yet be converted to the opinion that Government control of the Irish railways would necessarily promote industrial prosperity do not fully appreciate the vital importance of the relationship between trade and transport, and I would beg of them to look deeper into the question; to those on whom the responsibility will rest, and in whose power it will lie to carry into effect a satisfactory scheme of reconstruction by the State, I would say that no insurmountable difficulties will have to be encountered. The scheme here submitted is one formulated on simple and effective lines, and is one which I have confidence in submitting to the careful consideration of those who are agreed as to the soundness of the principles of State control of the railways. I do not desire in the least to under-estimate the ability of the present management (I know full well their difficulties), or to deprive them of the least bit of credit for the valuable improvements which have been initiated within the past few years, but much yet remains to be done, which, under the present regime, cannot even be attempted. Naturally the primary object of the management is the attainment of sufficient profits to enable them to retain the highest possible dividends to their shareholders, and in so doing the interests of the community must be and are treated as a secondary consideration. The trend of present day legislation leans towards the abolition of vested interests to the demands of the labour organisations, and with their growing influence and advancement into Parliamentary life these contentious problems between the railways and the Labour leaders will become more accentuated. Consequently if under the present system an adequate return is to be maintained on a large portion of the capital invested, rates and fares will need to be increased, in which case an embargo is at once imposed on manufacturers and producers, and this in Ireland will prove to be "the last straw." The remedy, however, rests in the hands of the Government, and all things are now in their favour to apply it with success. While the State can work the Irish railways for public good, they can, under the system of unification, effect sufficient economy to counterbalance increased expenditure necessitated by the demands of Labour party, sufficient also to meet the cost of those luxurious facilities now exacted by the public, and leave a substantial margin to be applied to the reduction of rates and for other national purposes.

The Railways Regulation Act, 1844, empowered the Government to acquire all railways thereafter constructed on the basis of 25 years' purchase of the annual divisible profits estimated on the average of the three years preceding the date of purchase, but provided that any company earning a dividend of less than 10 per cent. should have the right to require the purchase price to be settled by arbitration. This Act has not been repealed, but as it appears to regard 25 years' purchase of a net revenue yielding a 10 per cent. or higher dividend, a fair price to pay, it would probably not receive much support to-day, having regard to the changed conditions of the money markets and the developments of the 60 years of railway enterprise.

The Act of 1844 was apparently designed to assure investors in new railways that they would receive adequate compensation in case Parliament deemed it advisable, in the interest of the State, to nationalise the railways at any future time. This is the lesson taught by the Act of 1844, and no responsible Government, I apprehend, would dream to attempt to depart from that principle.

What, then, would be a fair price to pay for the Irish railways now to do justice to both buyer and seller?

The paid-up capital of Irish railways at the close of the year 1904 consisted of—

	Earning an average rate of interest of
Debt Stock, £10,871,818 . . .	3-97
Loans, 303,000 . . .	4-07
Guaranteed Stock, 6,229,400 . . .	3-25
Midland Deb. and Con. Perp. Pref. 5,319,700 . . .	2-50
Preference, 6,196,064 . . .	5-65
Ordinary, 14,801,823 . . .	3-94

Debt Stock and Guaranteed Stock are first-class securities, but little removed from Consols, and holders of these Stocks should, therefore, receive an equivalent of now Government term sufficient to produce the same income as they receive at present. The Midland Consolidated Perpetual Preference Stock, issued in exchange for Belfast and Northern Counties Railway Stock on the purchase of that line by the Midland Railway Company, may be placed in the same category.

Ordinary Preference Stocks are different in character, being more dependent on the lowest class, or ordinary capital, earning a dividend. In consideration of the better security of Government Stock given in exchange, the preference might fairly be reduced by 10 per cent.

After providing the foregoing fixed charges out of net revenue the balance, which goes to the Ordinary shareholders, is the principal basis of purchase.

The average dividend paid on the Ordinary capital in 1904 was 3-04 per cent., and if 25 years' purchase of 10 per cent. was considered equitable by the Legislature in the early days of railways, I think 30 years' purchase of 3-94 per cent. would not be extravagant to-day.

On some such basis then the transfer of the Irish railways from private ownership to State ownership might be effected; and, supposing this to be done by the creation of 24 per cent. Government Stock, it would work out as follows on the figures for 1904—

	£	£
Total net Revenue, . . .	1,583,014	
Interest on Loans and Debentures, Guaranteed, and Preference Stocks, as described above, . . .	1,088,888	
Free net Revenue, . . .	544,126	
30 years' purchase of £544,126, . . .		16,323,560
Fixed Dividends and Interest as above, £1,018,893, capitalised at 24 per cent., . . .		40,735,280
		<u>£57,079,340</u>

This represents the amount of the new Government Stock to be distributed in lieu of the present dividend-paying Stocks, but there is a considerable amount of capital which makes no profit, and it would not be reasonable or equitable to confiscate it. Some compensation would be necessary. The following are the amounts of each class of capital on which no dividend was paid:—

	£
Loans and Debentures, . . .	58,120
Guaranteed and Preference, . . .	845,500
Ordinary, . . .	1,734,512

It is suggested that 20 per cent. of the Loans, Debentures, Guaranteed, and Preference, and 25 per cent. of the Ordinary might be allowed, which would bring up the total new capital to £58,979,328.

	£
24 per cent. on £58,979,328 would absorb . . .	1,464,223
Total net revenue, 1904, was . . .	<u>1,583,014</u>

Leaving a surplus of . . . 118,791

To this would be added greater savings in working expenses, greater economy and efficiency in the mail services throughout the country, as might be effected by the unification of the system of railways and abolition of wasteful competition, all of which could be applied to the cheapening of transit, etc.

While the broad general lines for the nationalisation of Irish railways are here laid down for the settlement with the different companies and other parties interested would be a matter which might be dealt with by an arbitrator or Commission of Experts.

Some companies maintain their roads and equipments better than others, while, perhaps, paying a lower dividend. This circumstance would have to be taken into consideration in fixing the price of particular railways, so that the dividend paid would not be the only factor in the question.

The future prospects also would differentiate the value of different railways, and numerous other circumstances would arise to enhance or depreciate the value of individual railways.

As regards the question of direct Government administration, I must again emphasise the fact that no insurmountable difficulties will have to be overcome to carry such into effect, as it will be found that the proposal will meet with ready acceptance by the officials—and so far as directors are concerned—and I speak as one myself—while it will remain their duty to protect the interest of their shareholders during the period of negotiation, next one, I believe, will be found to oppose any such sound project for the betterment of the material interests of Ireland. The fact that the Treasury would not require to raise capital from the public for the purpose is not the least important feature to be borne in mind, as the present proprietors would receive, under the scheme suggested, equivalent payment in a new issue of Irish Railway Consols.

As the present Government enters into office with great power, and in sympathy with Ireland, it may be counted on certain that the Irish Executive will not hesitate to deal boldly with matters of such serious moment to Ireland, as I have endeavoured to show in the foregoing statement.

Yours, etc.,  
F. W. CROFT.

Touist Development (Ireland) Ltd.,  
30, Molesworth-street, Dublin,  
2nd February, 1906.

## APPENDIX No. 37.

STATEMENT transmitted by Mr. GEORGE DE BELLE BALI, representative of the Drogheda Development Association, Limited, on the subject of the personnel of Irish Public Bodies. (Mr. Ball was examined on November 14th, 1907, and January 16th, 1908).

THE DROGHEDA DEVELOPMENT ASSOCIATION, LTD.,  
Registered Office—Moran's Mill, Drogheda,

January, 29th, 1909.

The Chairman,

Viceroyal Commission on Irish Railways.

Sir,

With reference to the suggestions put forward today and on other occasions by Colonel Hutchinson Poe, to the effect that there is no place on Irish representative bodies for men who differ from the majority of the electors in creed and political views, will you permit me to point out that this is largely owing to the fact that such men have failed to offer themselves for election, and to reach of my own knowledge over a considerable area of the country that there exists a very strong wish on the part of electors to see a proportionate number of the class to which Colonel Hutchinson

Poe refers identifying themselves with local affairs, I can further vouch that on the Drogheda Corporation there is not one Protestant member, because repeated efforts on the part of leading Catholic men of the community in general have failed to induce even one Protestant merchant to offer himself for election. I would also add that this Association is the first local body with which our Chairman became connected; he did so at the request of Catholics and Nationalists, and was unanimously elected as Chairman last year. It would be manifestly not in the general interest of your enquiries that the statements of Colonel Hutchinson Poe should not be refuted by one who is in the possession of knowledge to the contrary, and who as a landowner and a Protestant has invariably received the utmost kindness in many parts of Ireland, as well as locally from the majority of his countrymen.

Faithfully yours,

(Signed), GEO. DE BELLE BALI.

## APPENDIX No. 38.

STATEMENT transmitted by Mr. M. A. ENNIS, J.P., representative of the Irish County Councils General Council, supplementary to the evidence submitted by him on re-examination at the January, 1909, sittings.

ARNOVALE, WEXFORD,

February 1st, 1909.

DEAR MR. SHANAHAN,

May I be permitted to bring to the notice of the Commissioners that Mr. Balfour Browne has not any justification for the assertion he is reported to have made to the effect that "Mr. Ennis's proposal is to hand over the Irish railways to a representative body of the South of Ireland." This is not so. The tentative proposal which I put forward on my own individual responsibility is primarily designed to relieve the County Councils' General Council from the danger of this very charge being founded upon the original proposal that the General Council itself should be the controlling authority.

The scheme which I outlined provides representation for every County Council and County Borough Council in Ireland, northern as well as southern, including the Councils which seceded from the General Council, and although I still hold that this is an industrial and not a political question, may I point out that Unionists would have a very fair percentage of representation on this elected body, and further that

such instances as the recent election of Captain Otway Cuffs as Mayor of Eilkeney, and the fact that in my own county Mr. C. H. Peacocke, a Protestant Unionist gentleman and an elected member of the Wexford Council, represents Wexford County on the Council of Agriculture, and is also Chairman of the County Committee of Agriculture and Technical Instruction, justifies my belief that a tolerant spirit prevails in Ireland, save in isolated localities.

May I further say that the veto which I propose to give to the Railway Council is limited to questions affecting—

- (a) Selection of rates.
  - (b) Construction of new undertakings, my object being to provide full safeguards against ill-considered or hasty action in those directions.
- The appointment of expert officials and staff to read solely with the Executive Committee.

Yours faithfully,

(Signed), M. A. ENNIS.

Geo. E. Shanahan, Esq.

## APPENDIX No. 39.

STATEMENT relative to turf traffic, etc., forwarded by residents at Moyasta, Co. Clare, and the West Clare Company's reply thereto.

This subject originated in a petition addressed to the Chairman (Sir Charles Seddon) in January last (copy of which is subjoined), and was subsequently in correspondence between the Commission and the Company, with the object of securing a friendly settlement of the several matters in dispute between the petitioners and the Company.

The complainants being dissatisfied with the ex-

planations furnished by the Company (which are also subjoined), and communicated to them by the Commission, forwarded a statement of their grievances for inclusion in the Appendix. In accordance with the arrangement applied in all similar cases, a copy of the statement was sent to the Irish Railway Committee desiring to transmit for publication. The remarks of the latter thereon are also subjoined.

## I.

The memorandum (dated 11th May, 1900), forwarded by Mr. Lawrence Whelan, Slough, County Clare, stated that at a meeting of the people of Slough and part of two adjoining townlands, who depend mostly for a livelihood on the raising and saving of turf for sale, convened to consider the explanation of the West Clare Company forwarded by the Commission, it was decided to furnish a statement of their grievances against the Clare Lines in relation to the sale and transport of turf.

After the opening of the South Clare line the people observed the facilities it offered for the conveyance of turf, and induced a local director to support the construction of a siding at Slough. The directors, it is alleged, declined on the ground that the siding would not pay, and having a majority on the Board over the Resident Directors, they rejected the proposal. Subsequently, however, the director previously mentioned succeeded in carrying the project through.

When the siding was made at first those who wanted turf came and bought it in the bogs around, but gradually it became the system for railway servants to buy for the customers along both lines to Ennis, until in the end the whole trade was conducted in this way, a commission of 2s. per wagon being charged over and above the price paid for the turf. It is also alleged that the railway people made the price, and in this connection it is mentioned that on one occasion at the Slough siding a railway official announced to 20 or 30 poor men who were present looking for wagons to fill, that the price of turf from that day forth was reduced by 6s. per wagon. The people had no alternative but to accept the reduced price, for if they succeeded in selling the turf direct to customers they would probably get no wagons to convey it. Mr. Whelan states that some years ago he sold eight wagons of turf to a "bootman" trading in turf from Kilrush to Limerick, for £1 6s. per wagon, the railway price at the time being £1, that the bootman applied for wagons, and after waiting for two weeks he had only got four—half the required number; that his boat was moored at Kilrush quay all that time, and could have made two trips to Limerick in the interval; also that he had in the end to buy the remainder of his loading at a bog near to Kilrush, and had it conveyed to the quay by horse. Mr. Whelan complains that he suffered grievous loss, too, because he had to sell his turf at a lower price, and that the bootman never since came to the siding for turf. He adds that the last wagon of the four he filled was left at the siding for four days, and though four down trains passed each day, none of them would carry it. Finally the bootman had to go away without it, and it lay there filled for three weeks until he came back again.

The Company's Engineer, in his evidence before the Commission, stated that 1,150 wagons of turf passed over the line in one year, which, at 2s. a wagon as a commission, represents a sum of £115, all of which came out of the pockets of the poor people who sold the turf. Mr. Whelan points out that the Rev. P. Glynn, P.P., Cappinshall, dealt with this matter in his evidence, and that since then a marked improvement has taken place; further, that there is not much now to complain of in the service of wagons for the transport of turf, and as far as the petitioners know, no railway servant has since anything to do with the purchase or sale of turf.

## II.

The West Clare Company, in reply to the above statement, furnished an explanation dated 7th June, 1900, to the effect that in April, 1900, a complaint was made by a resident in the locality to the Board of Trade with reference to the turf traffic at Slough, which, when the Company had decided to investigate it, was withdrawn. Notwithstanding this, however, two of the Company's offices attended at Dublin on the 26th May, 1900, but the complaint did not appear, although he had got express notice of the visit. Later on this matter, amongst other things, was referred to an investigator of the Board of Works, who stated that it appeared to him "to have been personal spite."

Recently a similar complaint reached the directors, purporting to come from another resident at Slough, and thereupon they proceeded to investigate, with the result that he stated he never made any such complaint at all, and that the signature attached to the complaint was a forgery.

In these circumstances the directors are doubtful that any meeting of the residents such as that referred to was held, or that the complaint is really the author of the memorandum.

Finally, the directors deny that there was ever any conflict of opinion between the representatives of the shareholders and of the baronies on the Board of the Company respecting the question of the accommodation for turf traffic, or, indeed, any other subject of importance.

## III.

(Memorial referred to above.)

THE HUMAN CONDITION of the poor people of the townland of Slough and part of two other townlands lying close to it situated in West Clare.

That your petitioners to the number of over 800 souls are living on miserable patches of bog of from two to four acres each holding. That we depend solely for our maintenance on the cutting and saving of turf for sale, which the South and West Clare Railway convey to the different centres along both lines in which there is a scarcity of fuel. But our great grievance is that the directors of those railways refuse to keep the siding at Slough and the approach road leading to it in a reasonable state of repair. Early in the winter of 1900 we called the attention of the directors to the state of the siding, which was then one sea of mud and water, to the depth of a foot or more in some places, and after a long delay they brought huge rocks of limestone, some weighing a cwt., and threw them into the place, and covered them up with soft slush lying about, and through those huge boulders we are compelled to drag our asses and carts—for few of us have horses—on to the wagons, or let our little ones go without food. All through the wet, dreary winter and only spring we were compelled to do this until the dry season set in, and the soft slush became dry, and was a sort of slush to the dreadful rocks underlying it. During that time it was a common thing every day to have some poor man's ass run lame, or some part of his cart broken.

Now that the winter has come round again, the approach and siding are even worse than they were last year, and neither man nor beast could get through it at present without danger to life and limb, and thus it is that many of us poor people and our little ones starve to death before God and the world without money and without credit, and in danger of going without food, while we have turf which would buy food for us, and for which there is a ready sale if we only had this road and siding kept in a way we could pass over with our little ones.

After this statement of our grievances we now respectfully take leave to lay before you extracts of a report we have seen of the evidence given lately before the Railway Commission by Mr. W. Barrington, C.E., Engineer to the Company, on the entanglement (bless the mark!) they are giving to the turf industry of the poor people of this district. In the matter of carriage he stated that the Company are carrying turf at 4d. per mile. Now, the freight charged from Slough siding to Kilrush, a distance of not more than seven miles, is 6s. per wagon. We do not know the freight charged to Miltown Malvey, Caragh, and Ennis, but suppose it is on a corresponding scale. He also made the following statement:—

"Last year 1,150 wagons of turf were carried from the bogs near Moyasta, and in 1900 the number of wagons was 1,070. This is entirely a new industry introduced by the Railway. The people who cut and sold the turf were some of the poorest in Clare, who would probably be in receipt of outdoor relief were it not for this traffic."

Mr. Sexton.—Is the traffic capable of much development?—I think it is.

Mr. Sexton.—It ought to be encouraged?—Yes, we are doing everything to encourage it."

Mr. Barrington passes over the line frequently on inspection, and therefore cannot be ignorant of the state of the Slough siding since November last. He it was who allowed the huge rocks to be put in there last year, while in every other siding and approach road from Ennis to Kilrush he got the rocks broken small and made it for the use they were intended for. Now he and his directors recognize their treatment of us poor people with the above statements made before the Railway Commission as a thing we cannot understand. We now beg to lay before you this humble-

statement of our grievances side by side with the above statements given on behalf of the management of the S. & W. Clare Railways, and the only way, we respectfully submit, for knowing on which side does the truth lie would be to send down an inspector to see for himself and report on the matter. The Slough siding is there, and can be seen any day, and will, no doubt, remain in its present impossible state until it is dried up by next summer's sun, if pressure is not put upon the Directors by some official authority to make them move in the matter. A record in the freight is, no doubt, kept by the stationmaster in Kilrush, Milltown Malbay, and other stations along the line, and can be seen by anyone who comes armed with authority to do so. We court the fullest inquiry in the matter, and our humble petition is that you, in your well-known spirit of benevolence, in some way would cause the assistance of our poor people in this our sore straits, who are among the poorest and most patient in poverty of His Majesty's subjects in Ireland.

And your Petitioners, as in duty bound, shall ever pray.

Signed on behalf of the Petitioners,

LAURENCE WHELAN, Secretary.  
MICHAEL LYNN.  
SEYMOUR KENNEDY.  
JOHN O'DELL.  
PATRICK O'NEILL.  
PETER HAYDON.  
THOMAS HAYDON.  
THOMAS DELONGHENT.  
MICHAEL HARRISON (his mark X).  
MICHAEL O'NEILL do.  
THOMAS GORMAN do.  
JOHN TORREY do.  
MICHAEL MARRIN (Tom) do.  
JOHN HARRISON.  
PAT. HARRISON.

#### IV

(Two letters from the West Clare Company in reply to the above Memorial.)

#### I.

West Clare Railways Company, Limited,  
Secretary's Office, 39 Dame street,  
Dublin, 2nd February, 1909.

Slough Siding and Approach Road.

Sir,

I beg to acknowledge the receipt of your letter of 26th ult., 1909, enclosing copy of the petition relative to the alleged unsatisfactory condition of the Approach Road and Siding at Slough which had been submitted to your Commission, and to say that a copy of the same petition was forwarded by the Board of Trade for the observations of my Directors, and I have

informed that body that the road in question is not maintainable by the Company, and now give the same reply to you.

I may add that in April last I received a notice from one of our local Directors resident in the district that he would move at the ensuing Board meeting that this road should be repaired by the Company, but on attending the meeting and hearing the facts of the case, he immediately withdrew his notice of motion.

I am, sir,

Your obedient servant,  
(Sgd.) W. J. KENNEDY,  
Secretary.

George E. Shanahan, Esq.,  
Secretary,

Vice-Regal Commission on Irish Railways,  
13, St. Stephen's-green, N.,  
Dublin.

#### 2.

West Clare Railways Company, Limited,  
Secretary's Office, 39, Dame street,  
Dublin, 5th February, 1909.

Slough Siding—Approach Road.

Sir,

Your acknowledgment of the 4th inst., No. 225-19, to hand. Having sent your copy of the Petition in this matter to our Engineer-in-Chief, Mr. Barrington, I can now supplement my reply of the 2nd instant with the following information, viz. :—

The Siding is in perfect condition.

An engine has been requisitioned to enable the bog mould to be cleaned off the portion of the yard alongside the rails.

The Approach Road, for which we have no responsibility, is the main obstacle to getting fuel in.

There was a very large quantity stacked in yard, alongside rails, a fortnight ago, sufficient to last some time.

I am, sir,

Your obedient servant,  
(Sgd.) W. J. KENNEDY,  
Secretary.

George E. Shanahan, Esq.,  
Secretary,

Vice-Regal Commission on Irish Railways,  
13, St. Stephen's-green, N.,  
Dublin.

## APPENDIX No. 40.

### Resolutions from Public Bodies, &c

#### I.

Resolutions adopted at a meeting of the District Councils of the Guaranteeing Area for the Carran and Lelishin Railway, held at Keshnarrigan on 24th October, 1908.

#### AN APPEAL

Hereto respectfully made to the Irish Government by the District Councils representing the Lelishin Guaranteeing Ratepayers for the Carran and Lelishin Railway.

On the 3rd October, 1908, the District Councils of the Guaranteeing Area for the said Railway held a meeting in Keshnarrigan for the purpose of looking after their interest in this line. Mr. John Rutledge, Esq., was moved to the chair, and P. Gaffney, Esq.,

was appointed Secretary, and it was unanimously resolved :—

"That the Secretary do summon a meeting of all the District Councils in the Guaranteeing Area, to be held in Keshnarrigan National School, at 2 o'clock p.m. on Saturday, the 26th October, 1908, for the above-named object."

On the 26th October, 1908, the meeting assembled at the time and place appointed. Mr. Charles M'Loughlin, Esq., took the chair, and Mr. Gaffney acted as Secretary to the meeting, and the following District Councils attended :—

Bellinacorney Rural District.—Messrs. M. Martin, J. Kelly, C. Lynch, R. M'Elroy, P. Keegan, and M. Maguire.

Carraig-on-Shannon, No. 1.—Messrs. P. Early, P. Reynolds, T. Mahon, J. Rutledge, E. McGovern, J. Ward, J. Moran, J. Flynn, N. Ryan, P. Mulvey, P. Gaffey, P. Guckian, and two Directors of the Railway, P. McManus, P. Flynn, &c.

Malik Rural District.—Messrs. T. F. Smyth, M.P., South Leitrim; J. Keenan, A. O'Connor, M. McKenna, J. Treves, M. Cline, J. Higgins, C. McLaughlin, A. Keating, J. Cafferty, and Wm. McNulty.

The following Resolutions were unanimously passed—

"That we, District Councils in the Guaranteed Area for the Carron and Leitrim Railway, in meeting convened for the purpose, do hereby respectfully and earnestly request the Irish Government to grant a special inquiry into the management and working of the said Railway since it was opened for traffic, on the following grounds—

1st. We have paid in taxes under our guarantee a total sum of about £90,000, a refund of which is secured by the Act out of the earnings of the line, over 5 per cent., but (though it is our legal right to do so) the Company will not allow our Auditors to see the accounts at any of the railway stations on the line.

2nd. Seven of the Directors and the Traffic Manager of the Railway Company are partners in a concern entered into by their own Company, namely—the Arigna Mining Company, to supply the railway with the annual quantity of coal for the use of the line.

3rd. The working expenses of the said railway for the last year show an increase of over £600, while the line and rolling stock is deteriorating.

4th. No change appears to have been made to the capital account, but all to the revenue of the railway.

5th. The reserve fund established by the Board of Directors about three years ago creates a new channel of expenditure, and the Abstract of the Accounts of the Company only shows the total receipts and the total balance of the said fund, without giving any particulars of the expenditure, which makes it impossible for us to know the difference between the gross receipts and the net receipts of the railway in any particular year.

6th. As the Railway Company have their 5 per cent. dividends guaranteed they are not interested in the economic working of the line.

7th. Customers are falling off from trading on the said railway owing to the existing disinterested and bad management."

The second Resolution—

"That we also request the Irish Government to reduce the number of Directors of the Railway to the lowest legal number, giving the Leitrim Guaranteed Area the majority, as Leitrim is paying for three miles of the line in the County Carron, and for two miles in the County Roscommon, together with the whole line in Leitrim itself, most of which is congested."

Third—

"We also request that a new Manager be appointed who will be independent of any other company."

Copies to be sent to—

The Right Honourable the Chancellor of the Exchequer,  
The Right Honourable the Chief Secretary for Ireland,  
The Right Honourable Winston Churchill,

Chairman of the Commission on Railways,  
Thomas Sexton, Esq.,

T. F. Smyth, Esq., M.P.,

F. Moran, Esq., M.P.,

V. Kennedy, Esq., M.P., and

The Secretary, County Council, Leitrim.

## II.

Resolutions adopted by the Irish County Councils' General Council on 8th December, 1906.

### IRISH COUNTY COUNCILS' GENERAL COUNCIL.

Office, 10 Leinster street, Dublin,

22nd January, 1907.

Geo. E. Sherrinhan, Esq.,

Secretary,

Vice-regal Commission on Irish Railways.

Sir,

I have been directed by the Executive Committee of the General Council to forward you the appended copies of resolutions on the subject of Irish Railways for the consideration of the Vice-regal Commission.

Yours faithfully,

(Signed), A. KEOGH NOLAN,

Secretary.

Copy of Resolutions adopted by the Irish County Councils' General Council, 8th December, 1906. Directed to be forwarded to the Vice-regal Commission on Irish Railways by Executive Committee, 21st January, 1907.

#### Irish Railways.

"That the acquisition by wealthy English Railway Companies of a dominating influence over Irish Railway enterprises is detrimental to the best interests of the country."

"That Irish County Councils should be granted legal status to appear jointly or severally, and to be represented by Council at all inquiries, legal or Parliamentary proceedings, affecting Irish Railways."

"That the provisions of the Light Railways Act, 1896 (59 and 60 Vic., c. 49), should be extended to Ireland."

## III.

### RESOLUTIONS ADOPTED BY THE DROGHEDA CORPORATION.

TOWN CLERK'S OFFICE,

DROGHEDA, 16th March, 1907.

DEAR SIR,

I am directed by the Municipal Council to transmit to you for the approval of the Railway Commission the annexed copy of a resolution which was unanimously passed at last meeting.

Yours faithfully,

(Signed), J. B. CONNOLLY,

Town Clerk.

Proposed by His Worship the Mayor, Councillor T. Callan, seconded by Councillor F. Byrne, and resolved—

"That it is inconsistent on the part of the Government, and contrary to the best interests of the country, that any legislation should be proceeded with which will vary the position of the Irish transport question as it stood when recently investigated by the Vice-regal Commission on Irish Railways, and which will create an addition to the number of railway companies, increase local taxation liabilities, or establish any further vested interests pending the issue of the report of that Commission."

Proposed by Alderman P. P. Keeley, seconded by Councillor J. Dolan—

"That copies of the resolution be sent to Messrs. J. E. Redmond, M.P.; W. Field, M.P.; T. W. Russell, M.P., Vice-President, Department; the Chief Secretary, Right Hon. Augustine Birrell, M.P.; the Secretary, Railway Commission; the several County Councils in Ireland, and the General Council of County Councils."

## APPENDIX No. 41.

Comments furnished by Witnesses upon the evidence affecting statements made during their examination by the representatives of the Irish Railway Companies, and explanations in connection with those comments transmitted to the Commission by the Railway Witnesses concerned.

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## L

COMMENTS by Mr. W. G. S. ADAMS, Superintendent of Statistics, Department of Agriculture and Technical Instruction for Ireland.

MR. TAYLOR'S EVIDENCE.	MR. ADAMS'S COMMENTS.	MR. TAYLOR'S REPLY.
<p>44194. We want you to make it clear?—If you will allow me I should like to read what I have written about that. It has been frequently made a complaint against the Irish railways that the passenger fares and the rates are very much higher in Ireland than in England and Scotland. This charge has been repeated in the evidence before the Commission by Mr. Castrell, an official of the Agricultural and Technical Instruction Department for Ireland, and in a modified form by Mr. Adams, the Superintendent of Statistics of the same Government department. I propose to take up Mr. Adams's evidence as given on the 6th of November last, with the object of proving to the Commissioners that this charge has no foundation. With regard to the passenger traffic, I hope to be able to convince the Commissioners that the fares in Ireland are lower upon the whole than in the corresponding ordinary passenger fares charged in England, that is to say, that the total amount paid on passenger tickets at ordinary fares for all classes combined is less than the total amount paid by similar passengers in England for equal distances. The inference that passenger fares are higher in Ireland than in England is based upon a calculation showing the average receipts per passenger irrespective of the distance for which upon an average the total number of passengers may be conveyed in the two countries. The simple fact that the amount paid in Ireland upon the average by each passenger per journey irrespective of distance is in excess of the amount paid upon the average by each passenger per journey irrespective of distance in England does not of course prove, nor even give an indication of the difference in mileage fares, and it is somewhat surprising to find Mr. Castrell giving support to this fallacy in the evidence given by him to this Commission on the 12th of October, 1906. It was unfortunate that this sophism could not be exposed at the time, inasmuch as Mr. Castrell's evidence on this point, which obtained widespread currency in the country, conveyed to the public, with the authority which necessarily attaches to the evidence of a responsible officer of the Department of Agriculture, an impression that the passenger fares are about 85 per cent. higher than those charged by English railway companies. I beg to direct attention to Mr. Adams's tables, Nos. 3, 4, and 5, on page 233 of the minutes of evidence, in which are set out the average receipts per passenger of each class carried in England, Scotland, and Ireland in the years 1901, 1902,</p>	<p>This shows a misunderstanding of the object of the evidence given in connection with the tables submitted by the Department. For it was plainly stated, in the explanatory note presented along with the tables, and in cross-examination, that these were tables of receipts and not of rates. The fact was also explained that in order to make comparisons of rates various definite data were necessary which were not available in the existing official railway statistics, and that, in consequence, the tables did not afford any adequate evidence for making comparisons between rates in Ireland and the rates in Scotland and England.</p> <p>It was plainly stated that the tables showed the receipts of all classes of railways included in the Board of Trade Returns. The differences pointed out by Mr. Taylor in the character of the passenger traffic in Ireland as compared with Scotland and England are well known and admitted. But the object of the tables was not a comparison of fares or rates, and as a statement of the difference in the average receipts, the tables indicate it in the briefest compass that the circumstances of even the passenger transit problem in Ireland are very different from those in England and Scotland, and that allowance should be made for this fact.</p>	<p>Whatever may be the object of the Tables submitted by the Department of Agriculture it must be remembered that these Tables have for years past formed the staple argument of those who asserted that passenger fares and goods rates are higher in Ireland than in England.</p>



MR. TAYLOR'S EVIDENCE.	MR. ADAMS'S COMMENTS.	MR. TAYLOR'S REPLY.
<p>1903, 1904, 1905, and 1906, respectively, purporting to show the excess of the Irish average over the English and Scotch. The figures in this table are arrived at by dividing the total amount received from the three classes of passenger traffic, respectively, by the number of passengers carried of the three classes, respectively, for all railways in each of the three countries, and take no note therefore of the predominant factor in determining the average mileage fare, namely: the average distance travelled by each passenger. The total receipts and total number of passengers upon which they are based include the receipts and number of passengers of all the Metropolitan lines of railway, electric, and otherwise, whose business is of a merely omnibus character and whose average fare per passenger for the year 1906 was less than 2d. There is, of course, no such traffic in Ireland, and this circumstance alone entirely destroys the value of Mr. Adams's tables for a comparative purpose. The paramount importance of this factor is disclosed on the face of Mr. Adams's table, No. 4, second class, from which it will be seen that the abolition of second class fares on the Metropolitan and Metropolitan District Railways in 1905 had the effect of reducing the Irish percentage excess over the English average fare from 42.86 to 1.28.</p>		
<p>4439. Chairman.—I think we cleared that up, too?—It has not been cleared up in the public mind. We are told about it every day of our lives, and therefore I should like to have publicly given to it. If you will remember what Mr. Adams himself said; he was asked at question 33618—"Mr. Adams, just mention the limitations, will you?" and he says—"The tables do not afford the material for a comparison of rates, in the strict sense of the term, for the carriage of minerals in England, Scotland, and Ireland, respectively. In the strict sense of the word a rate is a charge for the carriage of a known quantity and class of goods for a known distance under conditions agreed upon as to receipt and delivery of goods, expedition of transit, liability for loss, etc. In order, therefore, to make comparisons between rates strictly understood it is necessary to allow for length of haul, weight of load, class of goods, inclusion or exclusion of terminal charges, as well as other differentiating conditions in the respective cases. The official railway statistics do not enable such comparisons to be made, and therefore the attached tables do not afford any adequate evidence for making comparisons between the rates in Ireland and the rates in Scotland or England." That is what he says. This admits practically all the allowances that ought to be made before it would be possible to prove that merchandise rates are, upon the average, higher in Ireland than in England or in Scotland, and we accept this statement as practically covering the ground. It</p>	<p>As regards the comparisons of receipts for transit of merchandise and minerals, the point to which it was desired to draw attention was the consideration of the fact that, whatever might be the cause and explanation of the higher receipts in Ireland the fact remained that taking the total rail-borne trade of the country, the cost of transit per ton, which forms necessarily part of the cost of production or the cost of consumption, is a heavier item in Ireland than it is in England or Scotland. The tables are not evidence as to the comparative charges for a like commodity, for a like distance, and under like conditions. But they are evidence as to the broader question of the economic condition of the country and the relation of transit to this condition. Those tables in effect say "such is the trade of this country that the cost of transit amounts to an average per ton which is much higher than is the cost in England and Scotland," and thereby illustrate (1) the great importance of the transit problem in Ireland in relation to national production and consumption, and (2) the existence of wide differences in the circumstances of English and Scotch as compared with Irish traffic. They therefore suggest caution in inferences from comparisons of individual rates.</p>	<p>I admit that Mr. Adams carefully guarded his evidence, but other witnesses made no such reservation as to the deductions to be drawn from the average receipts per passenger and per ton.</p> <p>If the Tables, as Mr. Adams now states, "are not evidence as to the comparative charges for a like commodity, for a like distance, and under like conditions," I do not see what effect they can have on the question of comparative railway rates and charges.</p>

MR. TAYLOR'S EVIDENCE.	MR. ADAMS'S COMMENTS.	MR. TAYLOR'S REPLY.
<p>is to be regretted, however, that a Government Department, by the evidence of one of its officials, Mr. Conrill, should have reiterated the charge as to comparatively high rates based upon these unreliable data, having regard to the fact that this fallacy (which had found a place in the official annual report of the Department) was pointed out to Sir Horace Munkett, the then Vice-President of the Department of Agriculture, by the Rt. Hon. John Young, the Chairman of the Belfast and Northern Counties Railway Company, so long ago as 1902, with the result that the late Dr. Coyne, the statistical officer of the Department of Agriculture, in the annual report for that year qualified the comparison made with regard to merchandise rates in the manner indicated. Now, it is difficult to reconcile the reply of Mr. Adams to question 33717 with that which he gave to question 33618. His reply to question 33618 ends thus:—</p> <p>"Therefore the attached tables do not afford any adequate evidence for making comparisons between the rates in Ireland and the rates in Scotland or in England." In reply to question 33717, in which he is asked what retarded the expansion of the traffic upon Irish lines, Mr. Adams's answer is this, notwithstanding all that he had said before—</p> <p>"The fact that the Irish lines make higher charges for the conveyance of goods." It is true Mr. Adams drew a distinction between the rate and the receipt with the object of showing that although the rate per ton per mile might not be higher in Ireland than in England or Scotland, the amount actually paid by the Irish producer and consumer for the carriage of his goods is more than is paid by the Englishmen and Scotchmen in whatever way it might be accounted for. In making this admission Mr. Adams entirely ignores one of the most important factors of his own limitation of the adequacy of the evidence for making a comparison between the rates in Ireland, England and Scotland. There is, as a matter of fact, no evidence afforded by these tables that the Irish producer or consumer pays more for the carriage of goods of the same class than the producer or consumer in England or Scotland, irrespective even of the length of haul, expedition of transit, weight of consignment, terminal facilities, etc. And it can scarcely be seriously contended that the description of merchandise conveyed, fancy goods or fine pipes, should be ignored when making a comparison.</p>	<p>With regard to this remark, it has already been explained in a note to the Secretary, of the 12th July, that the words "The fact that the Irish lines make higher charges for the conveyance of goods" do not belong to an answer given by the witness, but form part of a long question put to him, which begins with the words "Then what has retarded, etc.," and ends at the words "in England and Scotland." (See foot note to Question 44220, opposite).</p>	<p>I accept Mr. Adams's disclaimer of the statement printed in the Minutes of Evidence as part of an answer to a question put to him by one of the Commissioners, but I would point out that the statement still appears in the revised Minutes, although, as Mr. Adams states, a foot note has been printed containing his disclaimer. I am glad that Mr. Adams has disassociated himself from the erroneous conclusion which were drawn by others from these tables.</p>

\* The words quoted at this point by Mr. Taylor were not part of an answer by Mr. Adams, but formed part of the question addressed to him. The two paragraphs included in Nos. 33717 and 33717a (page 254, Appendix to Third Report) derive from the word "Scotland" should have been printed as one question. The answer of the witness begins with the words "To my mind" It is evident from the context that the question then being discussed was not the rates charged, but the cost of production.

MR. TAYLOR'S EVIDENCE.	MR. ADAMS'S COMMENTS.	MR. TAYLOR'S REPLY.
<p>between the demands which the carriage of goods makes upon the capital of the producer and the income of the consumer in the three countries. The only adequate evidence for making comparisons between the rates charged in Ireland and the rates charged in England or Scotland is that afforded by an examination of the actual rates charged for the same description of merchandise carried for the same distances under similar conditions, and I will submit tables giving such comparisons later on.</p>		

## II.

## COMMENTS by Mr. E. SCLATER, J.P., Representative of the Irish Cattle Traders' and Stockowners' Association.

MR. TAYLOR'S EVIDENCE.	MR. SCLATER'S COMMENTS.	MR. TAYLOR'S REPLY.
<p>4461A. That is, in Great Britain?—Yes, I should have said that. Mr. Selator also referred to the want of railway facilities detracting from the size of the fairs; but I have already dealt with that matter, showing what facilities we give. He suggested that new tracks to be built should have a boarded roof and a falling door loading board. That has already been done. Mr. Selator and also Mr. O'Connor refer to the congestion of cattle during the night, and consider that trains carrying cattle should travel during the day. The great bulk of live stock traffic is from fairs, and is conveyed by special trains during the day. Odd lots are, when necessary, forwarded by goods trains, which, as I have explained, usually run at night. The convenience of the traders is generally met by a night goods train service, and the existing arrangements yield the greatest good to the greatest number.</p>	<p>I have read the evidence given by Mr. Taylor as reported in the <i>Free-press's Journal</i> of June 18th, 1908, and his answer to my evidence (in which he stated that the night goods train service yields the greatest good to the greatest number) is quite contrary to the opinions held by cattle traders generally. Cattle are sold in the early morning in fairs, and to leave them until midnight or early the following morning before getting them away by train is detrimental to them, and causes expense and inconvenience to owners. My evidence on this point referred to the carriage of cattle other than those from large fairs.</p>	<p>My evidence to the effect that the night goods train service affords the greatest good to the greatest number must not be taken as referring solely to the Cattle Trade, but to the general trade of the country. As I have already said in my evidence before the Commission, the great bulk of the cattle traffic from fairs in Ireland is carried by special trains in the day time.</p>
<p>4467B. Mr. Selator had several complaints?—Yes.</p>		
<p>4467C. The first is a question of delay. I don't think we need refer to it?—Yes. The explanation is satisfactory. Mr. Selator generally, I think, recognises what railway companies are doing. I have had correspondence with him since.</p>	<p>In dealing with Mr. Field's complaint of cattle delays, Mr. Taylor is reported to have stated that "Mr. E. Selator complained of three instances of delay on the Midland Great Western Railway, but he is satisfied now generally." This is far from being the case. In giving my evidence I was careful merely to give evidence of delay to my own cattle, and I did not bring forward the complaints of other members of the Irish Cattle Traders' Association, as I wished to speak from personal knowledge. I would refer Mr. Taylor to my replies to questions 14507 and 14599. In the former I stated that I did not think our Association was of opinion that the traffic worked from the fairs is done in a reasonable and fair manner, and in the latter I replied—"I don't think the railway system is satisfactory so far as the cattle trade is concerned."</p>	<p>I did not state that Mr. Selator "is satisfied now generally." What I said was (question 44674):—"Mr. Selator generally, I think, recognises what railway companies are doing."</p>
	<p>I regret to find that the railway companies have not, up to the present, dealt with the minimum speed of cattle trains as asked for by the Irish Cattle Traders' Association.</p>	<p>The three specific complaints of delay made in his name were all capable of explanation, and my replies to them would have appeared in the official report of the proceedings, but that the Chairman stated that he did not consider it necessary to go into them (questions 44674-5). As regards the minimum speed for cattle trains, I gave full evidence on this subject, showing that the average speed worked out at a higher rate than that asked for by the Cattle Traders' Association, but pointing out the objections there were to adopting a compulsory rate of speed.</p>

## III.

COMMENTS by Mr. JOSEPH O'CONNOR, Representative of the Irish Cattle Traders' and Stockowners' Association.

EVIDENCE OF MR. J. TATLOW, LIEUT.-COLONEL H. PLEWIS, AND MR. E. A. NEALE.	MR. O'CONNOR'S COMMENTS.	MR. TATLOW'S REPLY.
<p>MR. TATLOW.</p> <p>4882. It is one of the successful industries of Ireland?—Yes. I need not refer to the liberality with which we run cattle trains. Mr. O'Connor complained that the railway companies do not give proper assistance at the loading and unloading of live stock, although they charge for the service in the rate. The regulations applicable to the conveyance of live stock traffic, and which are printed in the live stock rate books exhibited at the stations, provide that the rates therein contained are conditional on the owners assisting in loading and unloading, otherwise the following additions are made—Per cart truck, 6d.; per truck exceeding 13 ft. 2 ins. and not exceeding 15 ft. 2 ins., 6d.; per truck exceeding 15 ft. 2 ins. and not exceeding 16 ft. 2 ins., 6d. The reason for this arrangement, which was made at the time of the revision of the rates in 1892, is that it has always been the practice in Ireland for senders of the cattle or the men who drive them to the station to assist in the loading, and also for owners' men to assist in unloading when taking delivery of the receiving station. The maximum rates and charges contained in the Railway Rules and Charges (Athlone and Ennis Junction Railway, etc.), Order Confirmation Act, 1892, authorised the following service terminals:—For any truck of not less than 13 ft. 2 ins. and not exceeding 15 ft. 2 ins. in length, inside measurement, the station terminal at each end is one shilling, and the service terminal six pence for loading and six pence for unloading; and for any truck exceeding 15 ft. 2 ins. and not exceeding 16 ft. in length, inside measurement, the station terminal at each end is one shilling, and the service terminal</p>	<p>It has been stated that the complaints made by cattle traders and brought before the Commission were not very numerous having regard to the number of stock carried. The complaints as a rule only come from members of the Association, which, in point of numbers, is only a tithe of those interested in the Irish live stock trade. A large proportion even of members of the Association have for years past grown tired of complaining because of the unsatisfactory replies given by the railway companies. If the companies produce copies of the answers given in reference to list of complaints forwarded to the commission it will be at once seen what little satisfaction is to be obtained by complaining to railway companies.</p> <p>Assistance at loading and unloading.</p> <p>The railway companies state that special men are sent to perform this work on fair days. That is no answer to the complaint. We pay special men 1s. 6d. per wagon for loading cattle. I state, from practical experience, that the complaint of absence of assistance at loading and unloading is well founded. The special men sent by the companies only take down the number, marshal and shunt specials, and give directions. No railway men, with leading sticks, ever help to drive cattle into wagons.</p>	<p>The matters referred to in Mr. O'Connor's statement have already been dealt with in the evidence, and we do not wish to add anything thereto.</p>

EVIDENCE OF MR. J. TAYLOR, LIEUT.-COLONEL H. FLEWIS, AND MR. E. A. NEALE.	MR. O'CONNOR'S COMMENTS.	MR. TAYLOR'S REPLY.
<p>ginal 9d. for loading and 9d. for unloading. In Ireland live stock traffic is conveyed in trucks not exceeding 15 ft. 5 ins.</p> <p>44819. For instance, they said that at fairs every accommodation was given?—Some witnesses, not all. At any rate, I may say, it is not the case (I am speaking from my own personal knowledge) so far as my railway is concerned, as at all the large fairs we send an additional staff for this purpose, and on ordinary occasions, when small quantities of live stock are dealt with, the porters and foremen at the stations render all necessary assistance.</p>		
<p>MR. NEALE.</p>		
<p>45764. Chairman—Mr. O'Connor further complained that the companies in Ireland do not give any equivalent service for the terminal charges?—Mr. Taylor dealt with that, I think, but we do give an equivalent. In every fair we send down special loaders. We have a large staff of men that do nothing else but go about from fair to fair, and we send inspectors also. We consider that the service given is a fair equivalent for what we get.</p>		
<p>45765. I am putting what they say, that there are cases where they do all the loading and unloading, and still have to pay half the terminals. They say that in such cases there should be no half terminals in the charge?—But there are no such cases.</p>		
<p>MR. TAYLOR.</p>		
<p>44923. Now, as to cattle banks not being fenced?—Yes, on the rail side. There are undoubtedly a good many large cattle banks which are quite open, and these are found to work conveniently at important fairs. Take Ballinacree for instance. I carried that if pens or "V" guides were provided, the cattle could not be loaded and got away so expeditiously. I have often myself discussed this matter with cattle traders at that great fair. At Roscommon (where we have a very considerable cattle traffic) some years ago we tried the experiment of "V" guides, and, as they were found to be unsatisfactory, we were asked to take them away, which we did. I understood other companies have had the same experience. Cattle pens are provided at cattle-selling stations. They are mostly wanted for bringing up odd lots of cattle where they have to wait some time for a train but not at fairs.</p>	<p><i>Unprotected state of loading banks.</i></p> <p>The Association complained of the absence of proper protection on many loading banks. The railway managers assert that improvements have been effected. In some cases this is so, owing to continued agitation by the Cattle Traders' Association, but the only effective means of testing the matter is for the railway companies to name what they consider properly protected banks. Personal examination of the cattle loading banks would prove our case. Take Ballina. It is almost an impossibility to load heavy cattle on a wet day. The model brought under the notice of the Commission indicates what a safe and humane loading bank should be.</p>	
<p>MR. NEALE.</p>		
<p>45783. There is no doubt that is what he means. Now you can go on to question 25969. I refer you to this because it deals with the cattle traffic, which is a very important industry in Ireland?—Yes. Mr. Joseph O'Connor considered that there should be a compulsory</p>	<p><i>Absence of day service on Great Southern Line.</i></p> <p>This is a serious grievance. There is no day service at present south of Newbridge. Such a system is in operation on the Great Northern and Midland and Great Western</p>	

EVIDENCE OF MR. J. TAYLOR, LIEUT.-COLONEL H. FLEWIS, AND MR. E. A. NEALE.

MR. O'CONNOR'S COMMENTS.

MR. TAYLOR'S REPLY.

day service for cattle on all lines that cattle are carried over, so that cattle would be carried in the daylight, the trains to be run at stated times from each station, so that people would know they could avail themselves of that train. I may say that the great bulk of cattle into and from the South of Ireland is carried from fairs the specials for which are run in day light. The goods trains usually run at night, and there are some stations from which cattle cannot be sent by daylight for shipment in Dublin the same day unless by passenger train on an increased charge. The whole question is one of general convenience. The number of cattle conveyed by goods trains is very small, and would not warrant the running of special day trains. To give a daylight service such as witness asks for would mean altering many of the goods trains in each direction from night to day trains, when the work could not possibly be done with the same satisfaction to the public as at present, as the service for goods to most stations would necessarily be a two-day service.

lines. At Thurles, Templemore, Ballyrophy, Maryborough, Portlinton, and Riddow, cattle have to be loaded in the six winter months about 5.30 p.m. They have to stand from four hours at Thurles to six hours at Riddow waiting for the night goods train to bring them to Dublin. The goods trains do a lot of shunting, and the cattle are very much injured by being pestled, during the winter months, all night in the wagons. It is no answer to this complaint to say that the station masters will load cattle up to 9 p.m. for those goods trains. It is impossible for owners, or men in charge of cattle, to load or mind them after 5.30 p.m. in the winter months, especially on cold, dark, wet nights. It cannot be done. It is cruel to man and beast to suggest it could be possible. I desire to show how it affects the cattle trade by my own experience. In 1906 I paid the Great Southern Railway £183 11s. 6d. for carriage of stock by "P" wagons. This cost me £65 more than if I had sent them by a day service goods train, as was the custom. In 1906, carriage by "P" wagons cost me £139 8s. 5d., or £45 19s. 6d. more than the old arrangement. In those two years the railway company, by not having the day service, have taken from me £100 over and above the ordinary goods rate. I resorted to "P" wagons to avoid the night goods, and to avoid damage from continual shunting. It is unfair to say that the "P" wagon system is popular with the trade because it is more widely used than heretofore. As a matter of fact this is so, because the trade is coerced, in its own interests, to use them. The rates are 33 per cent. higher.

MR. TAYLOR.

Cattle special trains.

44814. That is, in Great Britain?—Yes, I should have said that. Mr. Selster also referred to the want of railway facilities detracting from the use of the fairs, but I have already dealt with that matter, showing what facilities we gave. He suggested that new tracks to be built should have a hinged roof and a falling door loading board. That has already been done. Mr. Selster and also Mr. O'Connor refer to the convenience of cattle during the night, and consider that trains carrying cattle should leave during the day. The great bulk of live stock traffic is from fairs, and is conveyed by special trains during the day. Odd lots are, when necessary, forwarded by goods trains, which, as I have explained, usually run at night. The convenience of the trades is generally met by a night goods train service, and the existing arrangements yield the greatest good to the greatest number.

MR. NEALE.

44815. Colonel Hutchinson P.O.—What proportion of your cattle is carried by specials, and what pro-

Irish cattle traders are of opinion, when an application is made by a consignee, that a special should be given for seven wagons, or over, when five is sufficient in England. I am not now dealing with specials from fairs, and any figures given by the railway companies as to the number of cattle special trains should exclude specials from fairs. It would be interesting to know how many specials were given to a consignee upon application during the last two years to carry under ten wagons of cattle. The rates for half wagons are too high, and no practical man would suggest that this difficulty could be got over by traders joining together to fill wagons and divide the cost among themselves. We consider that it would be a proper rate for half wagons with head rate for two extra cattle in the half-wagon, at one-eighth cost of total freight. My Association still thinks that a minimum rate of speed (say fifteen miles an hour, including stoppages) so as to ensure punctual delivery of stock should be fixed, and that the companies should be liable for breach of it.

EVIDENCE OF MR. J. TAYLOR, LEAD-  
COLONEL H. FLEMING, AND MR.  
E. A. NEALE.

MR. O'CONNOR'S COMMENTS.

MR. TAYLOR'S REPLY.

portion of it by goods trains—I have not worked it out. I should say that except cattle to the Dublin market, which are also conveyed by daylight in special trains, trains which run once a week and are time table trains, there would be something like 80 per cent.

MR. TAYLOR.

46812. I do not think there is much in their complaint. Now, with regard to cattle traffic?—Mr. A. C. Larnette, Mr. F. Crumley, Mr. J. O'Connor, and others, complained of the charging for a post truck load, two thirds of the full wagon rate. I would point out that that this is the same practice as obtains in England, and seeing that whatever may be the load, the companies have to haul the truck, the existing arrangement is perfectly fair. The proportion of the traffic carried in post trucks is inconsiderable, and I have scarcely ever had a complaint in regard to these rates. There is nothing to prevent cattle traders combining to fill wagons and forward in one person's name, and I know this is constantly done.

MR. NEALE.

46760. Chairman.—Mr. O'Connor also said that some fair in Ireland was completely going down by reason of the want of railway facilities. That is at Question 25841?—Mr. O'Connor referred to the fair at Neas. We used to run a train from Dublin at six o'clock, which, it was said, was very suitable for people attending this fair, and in consequence of the acceleration of the mail train it had to be taken off. He says that because of that the fair has gone out, but the figures at our disposal do not enable us to say that the fair at Neas is falling away. I have looked up the figures for the last seven years, and the number of wagons in 1900 was 682; in 1901 686, and so on.

MR. TAYLOR.

44830. Then you have nothing more to say on the point?—I think I might mention, as I dare say you have heard before, that in Ireland itself the rates are practically all company's risk rate with very few exceptions.

COLONEL FLEMING.

46422. Colonel Hutchinson P.O.—You are aware that evidence has been given by Mr. O'Connor, Mr. Field, and others, that there should be a compulsory rate covering all risks from the point of despatch in Ireland to the point of delivery in England, and they say that they can get a low rate from the Ocean Marine Company of 4s. 2d. for 4390. I took the trouble of writing to one leading salesman, and I put before him two specific points as to the rate for insurance and what it covered, and his reply was that the

#### Restoration of train service.

I think the Great Southern Company should restore the 6 a.m. train from Dublin to run as far as Kildare, then to connect with the 6.40 a.m. mail to Kilkenny, Waterford, and the South. It is improving the fair in the district between Dublin and Kildare, including the fairs at Neas, Newbridge, and Kildare, and passenger service south.

#### Compulsory Insurance.

I have looked up my books in connection with insurance of cattle made by myself. The Commission will probably find them interesting.

Year	Amount of Insurance	Amount paid—	Amount received	Profit.
	£	£ s d	£ s d.	£ s d.
1906	60,000 at 4½%	125 0 0	18 88 4	106 1 8
1906	50,000 do.	104 3 4	24 5 0	79 18 4
1907	50,000 do.	104 3 4	60 14 10	43 8 6
1908	50,000 do.	104 3 4	44 7 1	59 16 3
	210,000	637 16 10	148 5 3	290 4 9

Average profit of Ocean Marine Insurance Company for four years, 277 6s. 7½d. This insurance covered all visible damage as well as total loss (from any place in Ireland to any place in England or

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rate of insurance from the point of despatch in Ireland to an inland port in England, covering the railway journey in Ireland, the sea and the railway journey in England was 6s. per £100, and that that covered all risks—total loss, injury, delay, damage—for the whole journey by sea and land, and the Ocean Marine gave a rate of 4s. 2s. If that is possible for an outside company to save the cattle dealer that trouble, is it not possible for the railway company to include the insurance in the rate?—If you move loading cattle through and insuring from injury by sea, he can do it by paying 9d. per head on cattle, 2d. on sheep and lambs, and 4d. per pig. It is a very simple arrangement, and by doing so he has them insured by sea.

MR. NEALE.

68757. He wants you to take all the insurance risk?—Yes, but that is going beyond the ordinary liabilities of the company.

Scotland), and I had no complaint to make, speaking in general terms, of the way my claims were treated. I have copy of the Insurance forms if the Commission would like to see them. If insurance was compulsory it could be done at a very small premium, and traders would have a speedy and certain remedy for all their claims.

My Association feels that the consignment notes, especially through consignment notes, leave traders at the mercy of carrying companies, and the delay notes from side or branch lines so far as I know have not been produced before the Commission, and certainly cannot be defended in their present form.

#### Winter Show.

The winter show, which is of great importance to Ireland, has been gradually on the decline. The Cattle Traders' Association have approached both the Royal Dublin Society and the Department of Agriculture with a view to extending and popularising it. Protected co-operation from the railway companies is an absolute necessity if this is to succeed. Show bonds might be carried free of cost. Excursion trains at very cheap rates run to Dublin in connection with this winter show, and the fares extending tickets for a week should be reduced to half ordinary rates. The railway companies might even go so far as to give prizes. These suggestions may require a little explanation. The Irish carrying companies are intimately concerned in the prosperity of the cattle industry. Foreign competition is on the increase. The demand for meat in England has gone up enormously, and Ireland has not got its fair share of the increase. It is, therefore, necessary that everyone should aid in helping any movement that would tend to educate the farmers of Ireland to produce the class of beast which is required in England, and which would fetch the highest price. We of the Cattle Traders' Association who have to live by the business are unanimously of opinion that a great National Fat Stock Show is the best means of achieving this object.



## IV.

COMMENTS by Mr. JOSEPH T. DOLAN, representative of Ardree Town Commissioners

LIEUTENANT-COLONEL FLEMING'S EVIDENCE.	MR. J. T. DOLAN'S COMMENTS.	LIEUTENANT-COLONEL FLEMING'S REPLY.
<p>46455. Now, Mr. Dolan, of the Ardree Town Commissioners, I do not think there is much in that?—As regard to these extensions, these arrangements are made in conjunction with the principal parties concerned, and they consider the present arrangements best meet the requirements of the case.</p>	<p>The chief matter of my evidence was a complaint that the branch line from Dromin Junction to Ardree had been made by the G.N.R. Co. on a guarantee from the ratepayers of the district of 2½ per cent. on £32,000, or £800 a year, and that the railway company had never credited the Ardree branch line with any of the increased earnings it brought to the main line, but had reckoned the receipts for the three miles of the branch railway line only, and had thus always shown a loss, and made a claim for the guarantee, which had to be levied every year since the opening of the line by the Grand Jury and the County Council.</p>	<p>With reference to the letter from Mr. Dolan in regard to the Ardree branch line, I beg to say that his remarks are intended to have application to the question of the payments by the National guarantee on this branch line. Mr. Dolan does not assert that the charge made by the company is not in accordance with the Act of Parliament; the Act provides for the appointment of an arbitrator, who, after examination, certifies the accounts each half year. The correctness, or otherwise, of the accounts has been raised by the Urban Council, and the Arbitrator has taken legal advice on the subject, and as a result has certified that the company's charges are correct in accordance with the powers under the Act. This, I think, disposes of the whole question raised by Mr. Dolan.</p>
<p>46456. I see us a guarantee of a special train he wants to get a larger percentage for doing the work, and that is a matter between you and the parties?—It is regulated by the Act of Parliament by which the line was made. We were very clear in pointing out that the line would not pay, and only undertook its construction after repeated applications and subject to the terms of the Act. They did not give a guarantee for the full amount of the capital, and there has been a loss.</p>	<p>The chief matter of my evidence was a complaint that the branch line from Dromin Junction to Ardree had been made by the G.N.R. Co. on a guarantee from the ratepayers of the district of 2½ per cent. on £32,000, or £800 a year, and that the railway company had never credited the Ardree branch line with any of the increased earnings it brought to the main line, but had reckoned the receipts for the three miles of the branch railway line only, and had thus always shown a loss, and made a claim for the guarantee, which had to be levied every year since the opening of the line by the Grand Jury and the County Council.</p>	<p>With reference to the letter from Mr. Dolan in regard to the Ardree branch line, I beg to say that his remarks are intended to have application to the question of the payments by the National guarantee on this branch line. Mr. Dolan does not assert that the charge made by the company is not in accordance with the Act of Parliament; the Act provides for the appointment of an arbitrator, who, after examination, certifies the accounts each half year. The correctness, or otherwise, of the accounts has been raised by the Urban Council, and the Arbitrator has taken legal advice on the subject, and as a result has certified that the company's charges are correct in accordance with the powers under the Act. This, I think, disposes of the whole question raised by Mr. Dolan.</p>
<p>46457. Mr. Sutton.—They admit the statutory obligation, but the question of reasonableness and equity goes beyond that. Is it quite fair to create a branch line with only its own portion of mileage, and to ignore entirely any addition, however valuable, that the main line might have received from it by the traffic sent on to the main line?—It is all a matter of bargain with the principal parties concerned. This was fully discussed with them, and they said their particular object was to get a railway that would increase the value of the property in the neighbourhood. It has done that, I believe. They have got a much cheaper mode of conveyance for their produce; they have got all the benefits that come from the working of a railway; and we are in this position, that we have to pay interest upon part of the capital out of our own pockets. We are losers by it as well as they.</p>	<p>The chief matter of my evidence was a complaint that the branch line from Dromin Junction to Ardree had been made by the G.N.R. Co. on a guarantee from the ratepayers of the district of 2½ per cent. on £32,000, or £800 a year, and that the railway company had never credited the Ardree branch line with any of the increased earnings it brought to the main line, but had reckoned the receipts for the three miles of the branch railway line only, and had thus always shown a loss, and made a claim for the guarantee, which had to be levied every year since the opening of the line by the Grand Jury and the County Council.</p>	<p>With reference to the letter from Mr. Dolan in regard to the Ardree branch line, I beg to say that his remarks are intended to have application to the question of the payments by the National guarantee on this branch line. Mr. Dolan does not assert that the charge made by the company is not in accordance with the Act of Parliament; the Act provides for the appointment of an arbitrator, who, after examination, certifies the accounts each half year. The correctness, or otherwise, of the accounts has been raised by the Urban Council, and the Arbitrator has taken legal advice on the subject, and as a result has certified that the company's charges are correct in accordance with the powers under the Act. This, I think, disposes of the whole question raised by Mr. Dolan.</p>
<p>46458. Lookers upon the whole. Take a comprehensive view of all the advantages you receive from the construction of the line—you say you are losers?—Yes.</p>	<p>The chief matter of my evidence was a complaint that the branch line from Dromin Junction to Ardree had been made by the G.N.R. Co. on a guarantee from the ratepayers of the district of 2½ per cent. on £32,000, or £800 a year, and that the railway company had never credited the Ardree branch line with any of the increased earnings it brought to the main line, but had reckoned the receipts for the three miles of the branch railway line only, and had thus always shown a loss, and made a claim for the guarantee, which had to be levied every year since the opening of the line by the Grand Jury and the County Council.</p>	<p>With reference to the letter from Mr. Dolan in regard to the Ardree branch line, I beg to say that his remarks are intended to have application to the question of the payments by the National guarantee on this branch line. Mr. Dolan does not assert that the charge made by the company is not in accordance with the Act of Parliament; the Act provides for the appointment of an arbitrator, who, after examination, certifies the accounts each half year. The correctness, or otherwise, of the accounts has been raised by the Urban Council, and the Arbitrator has taken legal advice on the subject, and as a result has certified that the company's charges are correct in accordance with the powers under the Act. This, I think, disposes of the whole question raised by Mr. Dolan.</p>
<p>46459. Would you say, with a view to the future, and to the construction of similar branch lines, that it would be fair that the question should be taken into consideration that the main line should credit the branch line with some proportion of the additional traffic?—I should think, in the case of that line, that the company would very likely be deterred from undertaking to join in the matter. Take this particular case: the traffic from Ardree was not new traffic to us. I grant you that there probably might have been some increase, but only by the increase in their small way here we been benefited. We had all the traffic brought to us before by carts. Now it comes by rail.</p>	<p>The chief matter of my evidence was a complaint that the branch line from Dromin Junction to Ardree had been made by the G.N.R. Co. on a guarantee from the ratepayers of the district of 2½ per cent. on £32,000, or £800 a year, and that the railway company had never credited the Ardree branch line with any of the increased earnings it brought to the main line, but had reckoned the receipts for the three miles of the branch railway line only, and had thus always shown a loss, and made a claim for the guarantee, which had to be levied every year since the opening of the line by the Grand Jury and the County Council.</p>	<p>With reference to the letter from Mr. Dolan in regard to the Ardree branch line, I beg to say that his remarks are intended to have application to the question of the payments by the National guarantee on this branch line. Mr. Dolan does not assert that the charge made by the company is not in accordance with the Act of Parliament; the Act provides for the appointment of an arbitrator, who, after examination, certifies the accounts each half year. The correctness, or otherwise, of the accounts has been raised by the Urban Council, and the Arbitrator has taken legal advice on the subject, and as a result has certified that the company's charges are correct in accordance with the powers under the Act. This, I think, disposes of the whole question raised by Mr. Dolan.</p>
<p>46460. Lookers upon the whole. Take a comprehensive view of all the advantages you receive from the construction of the line—you say you are losers?—Yes.</p>	<p>The chief matter of my evidence was a complaint that the branch line from Dromin Junction to Ardree had been made by the G.N.R. Co. on a guarantee from the ratepayers of the district of 2½ per cent. on £32,000, or £800 a year, and that the railway company had never credited the Ardree branch line with any of the increased earnings it brought to the main line, but had reckoned the receipts for the three miles of the branch railway line only, and had thus always shown a loss, and made a claim for the guarantee, which had to be levied every year since the opening of the line by the Grand Jury and the County Council.</p>	<p>With reference to the letter from Mr. Dolan in regard to the Ardree branch line, I beg to say that his remarks are intended to have application to the question of the payments by the National guarantee on this branch line. Mr. Dolan does not assert that the charge made by the company is not in accordance with the Act of Parliament; the Act provides for the appointment of an arbitrator, who, after examination, certifies the accounts each half year. The correctness, or otherwise, of the accounts has been raised by the Urban Council, and the Arbitrator has taken legal advice on the subject, and as a result has certified that the company's charges are correct in accordance with the powers under the Act. This, I think, disposes of the whole question raised by Mr. Dolan.</p>

LIEUTENANT-COLONEL FLEMING'S EVIDENCE.	MR. J. T. DOUGAN'S COMMENTS.	LIEUTENANT-COLONEL FLEMING'S REPLIES.
	<p>meal and corn a year, chiefly shipped from Dundalk to Liverpool, the rest to Navan. There was one season during which a Dublin corn buyer who opened a store at Dundalk bought some Ardee corn—about fifty tons, it is computed—and had it delivered at Dundalk, and sent thence to Dublin. This is the only case in which corn was sent by rail between Ardee and Dundalk for Drogheda. This was only a small part of the Ardee corn; all the rest was sent then, as the whole of it was before, and until the railway line was opened, by road to these towns.</p> <p>Thus, for corn alone the G.N. Company receives an entirely new income of about £230 a year at Ardee, the rate to Dundalk and Drogheda being 3s. a ton. The mileage of the branch line is less than one-third of the railway distance between Ardee and each of these towns, so the main line earns an entirely new income of £230 a year in this article alone from the Ardee branch line feeder.</p> <p>In cattle the branch railway has brought a great increase to the main line. Of the cattle sold at Ardee sales about half the number were previously walked to Dundalk for shipment and the other half walked to Dundalk, and put on board the train. Now all are put on board at Ardee station.</p> <p>The cattle sold at the County Meath fairs of Drumcondra (four miles from Ardee), Nobber (nine miles), and Kingscourt (ten miles), used to be sent almost entirely by the Midland Railway to Dublin from Nobber Station on the Midland line. A great number of these now are walked to Ardee, and loaded thence on the G.N. Railway to Belfast or in lesser quantities to Dundalk or Drogheda. This is altogether new traffic for the main line of a very considerable value. Only last week (September) there were sixty-two wagons of cattle (at least 525 beasts) sent to this station from Kingscourt fair, having been walked ten Irish miles to reach the Great Northern system at Ardee. This is only one example of the late summer and autumn trade.</p> <p>Sheep and lambs, which are shipped in large quantities all the season from Ardee Station for Manchester and Liverpool markets, were carted to Dundalk and Drogheda boats before the branch line, and were never sent over the G.N. main line.</p> <p>In the summer months, during the lamb season, there are special wagons of sheep and lambs every Saturday from Ardee to Dundalk and Greenore boats, and on Monday to Drogheda and Greenore boats.</p> <p>Fowl bought at Ardee market were always carted to Dundalk and Drogheda ports for shipment before the opening of the railway. Now a large quantity of these are sent by rail to these two ports.</p> <p>Fruit.—There is a fair export of apples, plums, and cherries from the neighbourhood of Ardee, by rail, to Dundalk and Drogheda, for sale in these towns, and for shipment to Liverpool. Previously these were all carted to Dundalk and Drogheda.</p> <p>Eggs.—A large trade in small</p>	

LIEUTENANT-COLONEL FLEW'S EVIDENCE.	MR. J. F. DOUGAN'S COMMENTS.	LIEUTENANT-COLONEL FLEW'S REPLY.
	<p>parcels of eggs sent in farm produce boxes direct to the consumers in Dublin, Belfast, and England, has grown up in Ardoo district since the railway connection was made. This is, of course, entirely new traffic for the main line. The eggs now collected and sent by rail in this trade were formerly bought by dealers and carried to Dundalk and Drogheda.</p> <p>Timber cut in this neighbourhood was all carted to Dundalk and Drogheda formerly. Much of it is now sent by rail from Ardoo.</p> <p>In fact, Dunleer, the station for Ardoo on the main line before the construction of the branch line, is six Irish miles from Ardoo, and while always the delivery station for goods coming to Ardoo from Dublin and Belfast, was never used for the sending away of goods from Ardoo, except in the case of occasional lots of cattle sent to Scotland by Belfast, and willow rods to Dublin.</p> <p>All the other traffic, as I have shown, was previously sent by road, and all the freight now turned upon it, including the whole of the main line proportion, is entirely new revenue for the railway company, which it would never have earned but for the branch line to Ardoo.</p> <p>I have obtained knowledge of these statements which I have made from the coal merchants and cattle dealers direct to confirm my own daily observation, and I can get them to verify them if you wish. I would respectfully ask you to test them with the returns which you requested Colonel Flew to provide for you.</p> <p>Only yesterday a cattle buyer of this district told me he was getting into Ardoo to-day seven wagons of cattle from Templemore fair which he got ruled by G.N.R. from Dublin to Ardoo, and which, before the branch line he would have brought by the Midland Great Western Company from Dublin to Nobber Station, his farm lying midway between Nobber and Ardoo. This is one of the many instances of entirely new trade brought to the main line of the G.N.R. by the Ardoo branch line.</p> <p>The passenger traffic from and to Drogheda, Dunleer, Castleblaghham, and Dundalk, though never very large, is, nevertheless, an item of some consequence in the receipts of the main line, and these journeys were of course all made by road formerly.</p> <p>Colonel Flew, in making the extraordinary statement that he does not think there has been any material increase in the traffic on the main line (89469), says nothing of the traffic into Ardoo. I repeat what I said in my evidence of 18th March, 1907, page 488, No. 13443, that there are, roughly, about 6,000 tons of coal and many hundreds of tons of agricultural manures, seed potatoes, grass seeds, flour, iron, timber, shingles, cement, and meal put by rail into Ardoo yearly from Dundalk and Drogheda over the main line to Drimnagh Junction, which were all carted from those towns previous to the railway, and which pay at very least 2s. a ton for the main line portion of the journey.</p>	<p>46466. I have seen figures elsewhere showing that the opening of small lines of this kind has more than doubled the traffic reaching the parent line from the district served by the small line, and, if so, you must have had a large additional traffic on your line?—I do not think there has been any material increase. If those figures were taken out and could be aggregated they would go to show whether there had been any material increase or not.</p> <p>46470. You have not taken them out?—No; but I can do so if you wish it.</p> <p>46471. I shall be glad if you will.*</p>

\* Lieutenant-Colonel Flew subsequently informed the Commission that he was unable to furnish any information as to the volume of railway traffic to and from Drimnagh for a period prior to the opening of the Ardoo line as compared with a period subsequent to its opening, as Drimnagh Junction only came into being upon the construction of the branch railway.

## V.

COMMENTS by Mr. J. D. BOYD, representative of Limerick Urban District Council.

MR. J. COWIE'S EVIDENCE.	MR. J. D. BOYD'S COMMENTS.	MR. J. COWIE'S REPLY.
<p>51028. Mr. Boyd's contention was that, in order to get the benefit of a through rate from Limerick, he had to send his cattle back to Dungiven and look them from Dungiven, and the reply was that the through rate was given at the instance of the Board of Works when the arrangement was made for the working of the Dungiven and Limerick line?—That is correct.</p>	<p>Owing to the side cross-examination of Mr. Cowie by several members of the Commission, and the consequent shifting of his position by the former, there is little left for me to substantiate in regard to my former evidence.</p> <p>I take exception, however, to the manner in which my evidence respecting the shipment of cattle from Limerick to Carlisle was dealt with by Mr. Cowie. I was dealing with the absurd system existing whereby in many instances, by re-bookings, goods could be sent twice over the same tracks involving double distances, to be carried, and the sender save money, and whether dealers have or have not sent cattle bought in Limerick up to Dungiven in order to get a lower rate to Carlisle for a longer distance. It is unquestionable that it can be done.</p>	<p>Mr. Boyd stated (questions 11781 and 11782) that Mr. Mullin ships about 8,000 head of cattle from Limerick district per annum; this is an extraordinary statement to make, as for year ended 31st March, 1903, he sent only 124 head from Limerick to Carlisle. Again, Mr. Boyd stated (Q. 11782) that dealers load the cattle in wagons at Limerick, send them to Dungiven ten miles backwards, and then book through from Dungiven to Carlisle to get the advantage of through rate, and save money. I have stated (Questions 51028 and 51031) that such a thing has never been done, and now Mr. Boyd qualifies his former statement by saying it can be done, and money saved. As a matter of fact, the cattle are sent direct Limerick to Limerick Harbour, for shipment, and the existing method of booking and charging brings the cost of through-out conveyance less than if sent back to Dungiven, and booked through thence to Carlisle. I have already explained that we are debared by Act of Parliament from giving through rates from Limerick via Limerick and Buncrana or any other route which would tend to divert the traffic from the port of Londonderry.</p> <p>Mr. Boyd refers to the recent loading of consignments of extra fat cattle at Limerick by a dealer named James O'Keefe. My information is that this dealer does not despatch extra fat cattle, but small or medium-sized animals. I say it is impossible to load thirteen extra fat cattle of the ordinary type in a wagon. (Mr. Thomas Corcoran, J.R., who appeared before the Commission in connection with the cattle trade (Q. 20028) stated the average loading is ten head per wagon.) Mr. Boyd is not in the cattle trade, and cannot therefore speak from personal knowledge.</p>
<p>51029. And that through rates did not generally apply to cattle on your system. That was, I understand, his argument?—But, as a matter of fact, any cattle shipped from Limerick for Carlisle via Limerick and Buncrana were not sent back to Dungiven; they were sent straight to the Port of Limerick, and shipped there.</p>		
<p>51030. Well, that was the traders' complaint?—There is no foundation for it.</p>		
<p>Colonel Hutchinson Peck.—Mr. Keen even went so far as to say that he did not see why through rates for cattle should not apply to Limerick the same as to Dungiven.</p>	<p>I also take exception to Mr. Cowie's answers regarding cattle wagon arrangements as not at all borne out in practice in dealing with the Limerick dealers.</p> <p>I deny the assertion made at 51036 and 51066. This very week on two occasions a local dealer—James O'Keefe—shipped eleven extra fat cattle in one wagon, and says he could easily have put in a couple more.</p>	
<p>51034. He has a right to have the whole wagon run for a half wagon load. That I can quite understand. But there is nothing that I can perceive to prevent your having the right to have the other half if you choose to do so?—We should then mix up two people's cattle, and there would be trouble about that.</p>		
<p>51035. But supposing each of two people at a fair, and suppose that Doherty bought one beast and Callaghan bought another beast, you do not mean to tell me, do you, that you would run two wagons for those two beasts?—No; we should put them in the same wagon.</p>		
<p>51036. At the head rate, you would?—At the head rate, of course, we should.</p>		
<p>51037. Do you suggest that in your contract to carry at half wagon rates you have bargained that the man shall have control of a whole wagon?—Yes.</p>		
<p>51038. On condition that he is sending five beasts he gets something lower than the head rate, but he has not bought the rest of the wagon, and I do not see why he should have it. Just look that up?—I am certain that that is the practice; but whether we have a legal right to put other cattle in is quite a different matter.</p>		

MR. J. COWIE'S BYEMEND.	MR. J. D. BORN'S COMMENTS.	MR. J. COWIE'S REPLY.
<p>§1079. As a matter of practical politics, could you use the other part? Because, if not, it is not worth bothering about the loss of it?—In a great many cases we could not.</p>		
<p>§1080. You could, surely, when going down to a port after a fair put somebody else's cattle in?—When they are shipping they ship in full wagon loads.</p>		
<p>§1081. Mr. Sexton.—As a matter of revenue, one can understand your objection to increasing the number of cattle carried at the post-wagon rate; but I fail to see why the addition of one head to the number that is put in at the post-wagon rate should subject you to any claim for full wagons, different from what you are subject to at the present time. It is said that if you allowed a larger number of cattle to be put in at a post wagon rate that number of cattle would be made a load for a full wagon?—You suggest that the half wagon rate should remain as it is; and that the number of cattle constituting a half wagon should be increased.</p>		
<p>§1082. That is so?—Well, what I say is that the present arrangement gives a fair average. I understand that in England the half wagon is constituted by only four beams.</p>		
<p>§1083. Mr. Acheson.—Mr. Cowie's statement does not seem to me to contradict definitely the cattle dealers, who say that a wagon holds at least twelve fat cattle?—It does not do anything of the sort. I contradict that.</p>		
<p>§1084. Are all wagons of the same size?—They are precisely all of the same size.</p>		
<p>§1085. There are three sizes in England?—I know that. We have simply what we call the medium size.</p>		
<p>§1086. You deny that a wagon will hold twelve fat cattle?—Certainly I do.</p>		
<p>§1087. Do you deny that it will hold fifteen steers?—There is sometimes a very small class of animal, almost as small as a calf, but such animals are quite unusual.</p>		
<p>§1088. You give as evidence, in opposition to that, a statement that the average loading of fairs was 8-12 one place, and 8-10 at another. I do not see how that proves your case. It does not prove that that was all the wagons would hold; it proves that that was all that was put into them. Do you assert that those wagons were full?—I do.</p>		
<p>§1123. Those rates have been in operation for the last ten years?—I should point out there is a lower direct rate from Limerick to Belfast for 20-ton lots, of 5s. 6d., so that in no case can re-bidding be done for less than the through rates to Belfast.</p>	<p>I take exception to Mr. Cowie's statement respecting the gross rate from Limerick to Belfast. No such offer as 5s. 6d. per ton as a direct rate for 20-ton lots was known of here until a few weeks ago, and the grain merchants were recently threatened that for 10-ton lots the future rate would be 6s. 6d., because I have quoted that as the existing rate in my evidence. Quite recently a local merchant—Mr. Miller—had to pay, under threat, no less than 11s. 6d. per ton of a direct rate from Caneboe to Belfast, although only about five or six miles further up the line than Limerick, and this was 5s. 6d. per ton higher rate (and without notice) than former rate charged. This excessive excess has, after three months' contention, been refunded.</p>	<p>With regard to the statement signed by "A. Doherty and Co." and "M. T. Miller" (Q. 51044), I would refer to my answers to questions 51125 and 51127, which explain that ten or twelve years ago a steamer was plying between Derry and Belfast, and it was then possible to send cattle, Limerick to Derry, in 10-ton lots at 5s. 6d. per ton; and Derry to Belfast on Mondays only at 2s. 6d. per ton; total 8s. per ton for 10-ton lots. It will be observed that the concluding portion of the statement asserts that the direct rate from Limerick to Belfast still remains at 5s. 6d. per ton; this is incorrect, as the rate since December, 1901, has been 6s. 6d. per ton in 10-ton lots on any week-day, so that traders have had since then a direct rate equal to</p>



MR. J. COWIE'S EVIDENCE.	MR. J. D. BOND'S COMMENTS.	MR. J. COWIE'S REPLY.
<p>51167. What other point do you wish to refer to?—At page 11 Mr. Boyd states that the Gas Company came to grief owing to the high charge for the carriage of coal.</p>	<p>I take exception to Mr. Cowie's statements in reference to my evidence as to the effect of the excessive coal rate on local industries, especially the Gas Works. At question 11837 I merely said the excessive rate on coals was "contributing" to the failure of the old Gas Company prior to the concern being taken over by the Urban District Council, and I still say so. But my evidence touching coal freight was not directed to local industries alone, and my reference to the exorbitant rate from Belfast of 4s. 9d. per ton was only illustrative. (I should, in fact, have said 7s. 6d. per ton, as there is 1s. per ton train duty added from County Down side of the harbour, where our coal vessels berth.)</p>	<p>I think Mr. Boyd's further remarks are fully met by my answers to questions 51168 and 51170. My reply was directed to show that the railway rate would not have any material influence on the failure of the Gas Works, and there must be some other explanation.</p>
<p>51168. What is your answer to that?—I say that that cannot be a correct explanation of the failure of the Gas Works inasmuch as many other towns are successfully supplied with gas, though they have to pay higher rates than Linsavady. I understand that a ton of Ayley coal will yield about 11,000 cubic feet of gas. The rate charged on coal to Linsavady is 8s. 8d. per ton, which would mean 3d. per thousand cubic feet of gas. The price of gas in Linsavady was 5s. per 1,000 feet. Suppose the rate were reduced to 2s. per ton it would not reduce the price of gas a penny per thousand feet, and to say that the rate is sufficient to cripple or destroy the industry is manifestly absurd.</p>		
<p>51169. I suppose that the output of gas was very small in Linsavady?—Possibly it was.</p>		
<p>51170. No doubt that was the cause of the stoppage?—That is to say, the small consumption?</p>		
<p>51171. Yes—I would not venture to state what was the cause of the failure.</p>		
<p>51172. Is it a fact they did cease?—Mr. Boyd worked these Gas Works for a while, and then the Urban Council took them over.</p>	<p>I never had any connection with the old works or company. The latter charged 4s. 8d. per 1,000 cub. feet of gas owing to the high cost of coals, and in consequence the number of consumers became entirely inadequate to maintain the works. Since taking over the works, the Urban Council have reduced the price to 5s. per 1,000 feet, but, as a matter of fact, the price of coals, enhanced by carriage, even via Derry, and the extra cost delivered at Derry, over what same article costs delivered at Belfast, leaves an annual deficit in working, which, to make up, comes directly off the Urban rates.</p>	

## VI.

COMMENTS by MR. J. ORMSBY LAWDER, M Inst C.E., Representative of the Lestrin Ratepayers' Protection Association.

REV. J. G. DODDIE'S EVIDENCE.	MR. LAWDER'S COMMENTS.	REV. J. G. DODDIE'S REPLY.
		<p style="text-align: center;">* * * * *</p> <p>Mr. Lawder now makes an attempt to weaken the company's evidence by representing it as the evidence of Mr. Digges alone. The fact is that the proof of evidence supplied to the Commission was prepared, examined, approved, adopted, and signed by all the eight directors representing the company, and that of those, two, at least, were members of the original Provisional Committee, and were personally familiar with all the evidence of Mr. Lawder, and all the eight directors responsible for the proof of the company's evidence supplied to the Commission have been members of the Board for many years.</p>

Rev. J. G. Duggan's Evidence.	Mr. Lawder's Comments.	Rev. J. G. Duggan's Reply.
<p>52336. How did that arrangement fail to be carried out?—Mr. James Ormsby Lawder (who was the first of the hostile witnesses to appear before this Commission, and who had had considerable experience of light railway construction in India) displayed a remarkable interest in this scheme, and became honorary secretary, with his brother, Mr. Charles Lawder, as a paid assistant. Mr. James Berke, of Dundalk, was appointed engineer. On 3rd December, 1883, the Carrig, Leixrim, and Roscommon Light Railway and Tramway Company was registered, with five directors.</p>	<p>I was asked by the Provisional Committee to be Hon. Secretary, and my brother, who was on leave from India, and had leisure, was temporarily employed to reference the line and get up statistics for about six weeks or two months, after which he returned to India. There were a number of others also employed on our project of about sixty-five miles, which had to be done in about two months.</p>	<p>* * * * *</p>
<p>52344. Was it a single line all through?—A single line throughout, with 45 lb. rails, and equipped with 8 engines, 32 passenger carriages, and 118 goods and cattle wagons. The entire line was built and equipped at an expenditure of £4,142 per mile. The main line was opened for traffic in October, 1887, and the branches shortly after. For the first year the up-keep of the line was in the hands of the contractors, and in October, 1888, Mr. James Ormsby Lawder was appointed resident engineer to the company at a salary of £450 per annum. The Provisional Committee, like the guaranteeing ratepayers, had been led by the engineer, Mr. James Ormsby Lawder, to expect that shortly after the opening of the line they would be able to earn £6 per mile per week, and that the line might be worked for 50 per cent. of its gross receipts. This was one of his most confident statements when endeavouring to persuade the ratepayers to guarantee the railway.</p>	<p>In the pamphlet issued by the Provisional Committee the figures given showed what other lines in the neighbouring counties had earned, and that we had a slightly higher population and valuation, and therefore we ought, if the line was properly managed, even as much as they did. After the Order in Council had been got, and I had retired as Hon. Secretary, and Mr. Urban Broughton had been appointed secretary, a prospectus was issued in April, 1888, in which it stated "Assuming that the working expenses will be 50 per cent. of the receipts, a gross revenue of 48 per mile per week will cover the guarantee, and the directors feel justified in believing that the traffic of the line will, at no distant date, exceed the guarantee." This was even more confident than I was said to be! Yet, Mr. Duggan tries to make out that I alone put forward this "most confident statement" of 40 a week's mile. I enclose the prospectus.*</p>	<p>* * * * *</p>
<p>52346. But the pamphlet or statement circulated was one of the means by which the promoters appealed to public opinion, and obtained the necessary sanction for the line?—That was not so. So far as we can discern the promoters were not responsible for the pamphlet.</p>	<p>The issuing of a pamphlet to give the ratepayers information concerning the project was suggested by one who had more experience than I had of the practice in this country, and who told the Committee that it is usual to do so. The draft was put before the Committee more than once, amended and altered by it, and I was directed to print and publish it, which I did, and it was paid for by the Committee. Mr. Duggan was not in the county at the time.</p>	<p>* * * * *</p>
<p>52347. Lord Pirrie.—The promoters were not?—Not so far as we can trace. There is in the Minute Book no entry whatever authorizing its publication.</p>	<p>Had he asked me I would have given him full particulars concerning it.</p>	<p>* * * * *</p>
<p>52348. Mr. Sexton.—No; but the pamphlet was distributed broadcast. Did any of the Provisional Committee ever disown it?—I am not aware that any of the Provisional Committee did; I am not prepared to say that.</p>		<p>And Mr. Urban Broughton, who succeeded Mr. Lawder, has published, in the local papers, a letter dated December 19, 1906, challenging Mr. Lawder's statement. Mr. Broughton says—"Mr. Lawder handed me a copy of the <i>Irishman's</i> pamphlet in 1884 or 1885 telling me that he had drawn it up." See "<i>Leixrim Advertiser</i>" of December 24, 1908.</p>
<p>52349. Lord Pirrie.—But you are prepared to say that the Provisional Committee did not subscribe those pamphlets, and did not pay for the publication of them?—That is my belief based upon an examination of all the documents connected with the case. I will make further inquiries as to the payment.</p>		<p>It is untrue to say that "Mr. Duggan was not in the county at the time." The pamphlet is dated and signed by Mr. Lawder February 1, 1884. With the exception of some months in 1883, Mr. Duggan has resided in the county, within a few hundred yards of the line, since July, 1888, and has had the honour of Mr. Lawder's acquaintance during all that time up to date. Moreover, he was assistant to, and intimate in all business transactions, with one of the Provisional Committee, the late Ven. Archibald Hunt, in 1883, 1884, and 1885, as well as with other members of the Committee.</p>
<p>52355. Lord Pirrie.—That was with the intention of giving a cheap coal?—Of giving a cheap coal. Small quantities of coal were occasionally obtainable from some of the local producers, but it was of very inferior quality, and some of it quite unusable. The Arigna Company, however, struck upon a better seam, and</p>	<p>If he looks at the minutes of the 6th March, 1887, he will find that 50 lbs. of Arigna coal was equal to 22 lbs. of Welsh, and if the latter cost 27s. 9d. at Ballinacorney, the Arigna coal at the same place is worth 15s. 6d. It costs the company at present 16s. 9d., so how does he make out the saving of £1,120 to the</p>	<p>* * * * *</p>

\* See page 438



REV. J. G. DODGE'S EVIDENCE.	MR. LAWDER'S COMMENTS.	REV. J. G. DODGE'S REPLY.
<p>In May, 1899, upon a careful comparison being made between their coal and Welsh coal, it was found that the Arigna Company's coal could be used with much greater economy, experiments made by the Locomotive Superintendent showing that 19s. 6d. worth of this coal gave equal steam power with 27s. 9d. worth of Welsh coal. At that time Welsh coal cost the railway company 37s. 9d. per ton, while Arigna coal cost only 19s. 6d., delivered in both cases at the loco. works, Bellingmore.</p>	<p>is a payee? The Great Northern Railway used the Arigna coal for a month on their Haverth branch, but did not continue it. It is suitable for certain classes of work, and for engines with special fire-bricks and draught.</p> <p style="text-align: center;">* * * * *</p>	
<p>32355. <i>Mr. Benton.</i>—Each lot was a ton?—But in point of money the advantage was with the Arigna coal.</p>		
<p>32356. <i>Lord Parnell.</i>—I understand you to say that the Irish coal was as good as the Welsh, and cost less?—Per ton the Irish coal gives us a larger quantity of steam than the Welsh coal.</p>		
<p>32357. Speaking of money, you say it is better to buy the Irish coal at 19s. 6d. than the Welsh coal at 27s. 9d.?—Provided that the steam produced was the same it would still be to our advantage; but in addition to that, each ton of Irish coal gives from 15 to 20 per cent. more steam, we calculate, than the Welsh coal.</p>		
<p>32358. <i>Mr. Benton.</i>—You have just referred to quality; do you say that the quality of the Arigna Company's coal is materially better than that of any coal from other pits in that district?—Yes; because the Arigna Co. have got down to a better quality of coal. There is only one other possible pit in the district; it belongs to a man whose capital is very small, and he has not yet been able to reach the good coal.</p>		
<p>32359. <i>Lord Parnell.</i>—If such is the quality of the Arigna coal why is it not used by other railways?—That will be dealt with in my evidence when we come to speak of the abortive attempt to extend our railway.</p>		
<p>32360. But when you say that you get more steam out of your coal it would pay us to get it to Liverpool for the Atlantic line?—Or for the British Navy.</p>		
<p>32361. <i>Mr. Benton.</i>—That was an experiment made in 1890; and do you say that the subsequent experience of 18 years has confirmed that estimate of the relative steam power?—We do.</p>		
<p>32373. He was engineer of the railway as well?—Yes; that is very important, because this gentleman, Mr. Lawder, who objected to the dual position held by our present manager, was himself, when he was connected with the railway and the mines, paid £250 a year as managing director of the mining company, and he also held the position of engineer to the railway company at £250 a year.</p>	<p>In the Arigna Mining Company's report and balance-sheet for year ending 31st December, 1889 (which has been reproduced in every "spectator" since), it is clearly shown that the "salaries of managing director, manager, and secretary during construction of works, £250." And after the output was commenced it was raised to £270, but he could not say that out of this magnificent sum I had to pay the manager and secretary, and to provide a house, garden, &amp;c., for the latter, and that I was at a loss of about £15 a year by the transaction, and never got 6d. for my own services for several years. I subscribed to it liberally, and I did all I could to promote a useful industry in my country, without any benefit.</p> <p style="text-align: center;">* * * * *</p>	<p style="text-align: center;">* * * * *</p> <p>I decline to accept Mr. Lawder's statement as to the remuneration which he received; and Mr. Urban Broughton, the then secretary of the railway, has challenged it in a letter published in the local Press in December, 1900, as follows:—"The secretary was Mr. Lawder's own clerk for private purposes, as well as nominal secretary to the Mining Company. I always had the impression that Mr. Lawder received (not) about £250 a year for his management of the mines." See "Leitrim Advertiser" of December 24, 1900. The italics are mine.</p>

\* Mr. Lawder has sent us the printed report of the Arigna Mining Company for 31st December, 1889. The item of £250, described as the wages quoted, is shown in the balance-sheet.

REV. J. G. DODD'S EVIDENCE.	MR. LAWDER'S COMMENTS.	REV. J. G. DODD'S REPLY.
<p>32375. Am I right in saying that the rate to the railway company was less than the rate to the general public, that is 10s. in the one case, and 10s. 6d. and 11s. to the public?</p> <p>—Yes. The mining company under Mr. Lawder's management never paid its way, and in March of 1909 Mr. Lawder himself raised the price of coal to 9s. a ton to the railway. The mining company, about which the Commission heard so much, became insolvent, and was offered to one of the creditors in discharge of a debt of £80.</p>	<p>The coal was at first given to the railway at 10s. a ton. Afterwards, owing to some of the few miners in the district going to England and Scotland, where much higher wages were being given, also troubles with a fault in the seam we got into, and the piling of the coal on the railway to our customers, we could not get paid the sums due to us, and I was obliged to ship out every wagon of coal sent out to stop it, and having no working capital, we had to increase the price to the railway as a temporary measure to pay our weekly wages till up to 17s. 6d. a ton, and once while I was ill in my bed and knew nothing about it, the mines secretary sent in an application at 20s., which, however, was not paid. Having no working capital, the directors got into a panic, and tried to get outsiders from England to come over and take over the whole concern, and work at an uncertain terms, which fell through; but so that the whole concern was to be given over for £80 is contrary to the facts. The shareholders then subscribed some £360 or so, which got over the difficulty; the fault in the seam was got through, the piling on the railway stopped, and the company has been most prosperous ever since.</p>	<p>* * * * *</p> <p>The mines did not pay because they were too expensively worked. So soon as Mr. McAdoo took over the mines from Mr. Lawder, and altered the method of working them, the price of coal to the railway was reduced, and the mines began to pay. We have supplied to the Commission a complete return of all coal supplied to the railway as Mr. Lawder's time, and in that of his successor, Mr. McAdoo (32394), from which it will be seen that Mr. Lawder's reference here to "17s. 6d. a ton as a temporary measure" is altogether baseless.</p> <p>* * * * *</p>
<p>32376. Do I understand that the whole mining estate was offered for that debt?—Everything associated with the mines was offered to a creditor in discharge his debt of £80. The royalty and the managing director's salary could not be paid. Mr. Lawder resigned, and I now come to the point that I am anxious to call attention to. Mr. McAdoo, who was the traffic manager of the railway company, volunteered to act as secretary to the mining company without any salary, to see if he could improve matters, and get coal out of cheap rates for the railway company; and he did that, and has been eminently successful. He pulled down the price immediately from 20s. to 15s., and Mr. Lawder resigned his seat on the Board. Then it was dropped again to 14s. In April, 1899, it was further reduced to 13s. 6d., and in October, 1903, to 11s.</p>		<p>On evidence (32375) as to the offer of the mines to a creditor in discharge of a debt of £80, is strictly correct, Mr. Lawder's contradiction notwithstanding. It is not true to state that "the fault in the seam was got through." It has not been "got through" up to the present date; yet the mines have been made to pay.</p> <p>* * * * *</p>
<p>32377. What is the result now to the mining company of those alterations?—The mining company has never been a huge financial success. I suppose that is due to the fact that they don't charge all they might or try to get a very high price for their coal.</p>		
<p>32378. In what year was the first dividend declared on the mine?—In 1892 they paid a first dividend of 5 per cent. There was a serious strike in 1900 that lasted for three months; and though the Adams Mining Company had a strike clause in their contract, they never took advantage of the strike clause. They purchased expensive coal at 22s. 10d. a ton, and supplied it at the contract price of 14s.</p>		
<p>32393. Mr. Dodds.—You see there must be some misapprehension, because the statement that he was managing director is incompatible with the statement that he was offered a seat on the Board, but did not take it. It is not apparent that he meant he was managing director of the mining company, and was offered a seat on the Board of the railway company, and did not take it?—I cannot say it is apparent. He may have meant something different from what he said. I can only deal with what he said in his evidence.</p>	<p>There never was a managing director of the railway, and I never suggested such a thing. He was present when I gave my evidence, and knew perfectly well what I stated; viz., that I had been managing director of the mines and engineer of the railway. Notwithstanding his assertions of matters that happened before he was connected with either the railway or mines, and cannot have any knowledge of, I beg to assert, and I am prepared to swear it, that I was asked by the late Earl of Kingston, Chairman, on two occasions to come on the Board of the railway after I had resigned my post as engineer, but refused.</p>	<p>Mr. Lawder not only "suggested such a thing," but stated it distinctly, in my hearing, when he was giving his evidence (32344). Such a statement would probably have impressed the Commission, but when I denied it (and not before) Mr. Lawder came forward with his denial. But I assume that the reporter's proof of his evidence was supplied to him, in the ordinary course, by the Commission for his revision, and that he passed it as correct.</p> <p>* * * * *</p>
<p>32394. If Mr. Lawder meant he was managing director of the railway he could not mean he was offered a seat on the Board but did not take it?—His answers were distinct. He said in 32344 that "originally when</p>	<p>I was also asked to remain on the Board of the Mining Company after I had resigned my managing directorship, and did so for a time to assist</p>	<p>* * * * *</p>

REV. J. G. DIGGES'S EVIDENCE.	MR. LAWDER'S COMMENTS.	REV. J. G. DIGGES'S REPLY.
<p>the line was opened he was managing director," and twenty-four questions earlier, in 24220, he said, "he was offered a seat on the Board, but did not take it." We are not able to discover the least verification for either of these statements.</p>	<p>the company to get over their difficulties, and meet some exports from England, but afterwards I went to England to reside. I sent in my resignation as director to the chairman (the late Earl of Kingston) on the 17th June, 1890, and on the following day the Angus Board passed a complimentary resolution.—That the Board regret the loss of Mr. Lawder as a member of the Board, and they desire to express their thanks to him for the valuable services which he rendered to the company in its formation and since as managing director.—Signed, Urban Broughton, Junior Secretary.</p>	<p>* * * * *</p>
<p>22295. What I submit with much confidence it means is that Mr. Lawder was managing director of the mining company?—That is so.</p>	<p>The railway company also passed a similarly complimentary resolution when I resigned my post as engineer, 21st May, 1890. Resolved—</p>	<p>There has not been any question raised by us as to those "complimentary resolutions."</p>
<p>22296. But that as regards the railway he was offered a seat on the Board, and did not take it?—We dispute that altogether. There are no records in any of the company's minutes to show that he was ever offered a seat on the Board.</p>	<p>That the Board feel the great loss that company will sustain by the resignation of Mr. Lawder, and that they hereby record their sense of the untiring interest he has taken in all the affairs of the railway, and their high appreciation of the very valuable services he has rendered in the formation of the line, and in organising and carrying out of the engineering department since its completion. Signed, Urban Broughton, Secretary.</p>	<p>* * * * *</p>
<p>22297. Chairman.—He might have been offered a seat on the Board privately by some influential director, of which there would be no official record?—No. There is no official record, and it is the most unlikely thing that could possibly happen, even in the West of Ireland, that he should have been invited on the Board.</p>	<p>As to the salary I was getting as engineer of the railway, viz., £240 a year, Rev. Mr. Digges omits to say that at that time the salaries of the youngest assistant engineers on the Great Northern and Midland Great Western Railways with an office and clerk provided, with practically no responsibilities, were £300 a year. I had no clerk, and provided an office in my house, and I had twenty years' experience.</p>	<p>* * * * * I decline to accept the assistant engineers of the Great Northern and M. G. W. Railways as authorities in this case. Moreover, Mr. Lawder had less than 40 miles of an entirely new narrow-gauge line under his care. It is now engineered by a fully-qualified engineer at a cost of £50 per annum.</p>
<p>22298. Mr. Section.—His brother had a seat on the Board?—Only when the company was being formed—that was very temporary.</p>	<p>* * * * *</p>	<p>* * * * *</p>
<p>22299. Then it would appear very probable that he could have had a seat if he wanted it instead of his brother?—No. When he was connected with the line as engineer the difficulty of working with him was so great, and there was enormous friction between himself and the other officials and the directors, and it is inconceivable that any director could have invited him to join the Board, and it is quite certain it was not done with the sanction of the Board.</p>	<p>22300. You say he was the moving spirit. A moving spirit could have had a seat if he liked?—Yes, but he was the moving spirit, largely with the object of receiving a good appointment at £270 a year, and another at £250 a year, and it was an important thing for him that the line should go through.</p>	<p>* * * * *</p>
<p>22401. Colonel Hutchinson Poo.—After his connection with the mining company ceased in 1880 I don't suppose he was offered a seat on the Board after that?—I don't believe he was ever offered a seat on the Board. Now I come to the question of the famous pamphlet. Mr. James Oswald Lawder (24285-24294) stated that the Provisional Committee "ordered him to print" the pamphlet, to which so many references have been made, and that the pamphlet declared that "the Provisional Committee thought that the line shortly after opening should be able to earn £6 per week per mile," and that the working expenses would come to about 50 per cent. of the gross receipts. The Rev. D. Gray (24594) adopts that estimate, having taken it probably from the pamphlet. This pamphlet, upon which so many charges against the original promoters</p>	<p>I have already given an emphatic denial to his unfounded statement, and further beg to state that it was sent to a number of large newspapers by post, and handed round to all the Grand Jurors of the three Grand Juries before whom we went (on old Lister's grand jury told me not a week ago that he had a few days before come across the copy he had been given at the hearing in 1884) also a deputation of directors, headed by the late Earl of Kingston, accompanied by the officers, including myself, presented a bound copy of it to His Excellency the Lord Lieutenant (Lord Spencer) at the Viceregal Lodge, and subsequently when we went before the Privy Council a copy of it was handed in, and after the Order in Council was got, and a permanent secretary was appointed, I handed him a copy to be recorded among the important</p>	<p>We adhere to our evidence concerning the responsibility for this pamphlet of Mr. Lawder's.</p>

REV. J. G. DIGGINS'S EVIDENCE.	MR. LAWDER'S COMMENTS.	REV. J. G. DIGGINS'S REPLY.
<p>ters and the present directors have been based, appears to have been composed by Mr. James Omsky Lawder himself, and to have been published on his own authority solely. There is no record in the minutes of the promoters to show that they ordered or authorised the publication of the pamphlet.</p>	<p>documents. How can the Rev. Mr. Diggins make such statements, and say that neither the Provisional Committee nor the directors now are not bound by it?</p>	<p>* * * * *</p> <p>All the minute books and documents in the case support the evidence given on behalf of the company as against Mr. Lawder's assertions.</p>
<p>52402. <i>Mr. Sexton.</i>—But the pamphlet was circulated widely during the whole period that the line was being considered, and was never disavowed by any member of the provisional committee?—That is easily explained. All the members of the provisional committee still alive assure me that it was never brought before them, and that the issue of this pamphlet never had their authority.</p>		
<p>52403. <i>Chairman.</i>—They must all have been aware of it?—I don't think we can possibly say they must have been. It is quite possible they may not. Mr. Lawder, being the moving spirit up to this time, worked very largely of his own set.</p>		
<p>52404. <i>Mr. Sexton.</i>—The pamphlet was circulated widely, and the tabular statement of the probable results was circulated through the gauging area, and, as the Chairman suggests, it is impossible to think that everybody was not aware of the pamphlet?—I can only explain my own views here and the views of the promoters whom I have consulted.</p>		
<p>52405. <i>Chairman.</i>—You yourself knew all about it?—I know absolutely nothing about it.</p>		
<p>52406. Have you a local Press?—Yes, we have.</p>		
<p>52407. Did the Press refer to it?—I cannot recall that there was any reference in the Press.</p>		
<p>52408. <i>Mr. Sexton.</i>—What original promoters are now members of the Board?—Surgeon-General Ross, Mr. George F. Stewart, and, I think, Mr. Mieroy, and Mr. Johnstone.</p>		
<p>52409. <i>Chairman.</i>—Just state briefly what you have further to say in reference to the pamphlet?—Had the promoters authorised the publication Mr. Lawder would have made a mistake to that effect in the minute book. He was very active about entering up the minutes in the book, and there is no minute to that effect anywhere to be found. The person most interested in all the country in carrying the scheme through was Mr. James Omsky Lawder, who obtained employment as engineer-in-charge during the construction, and afterwards at a salary of £250 per annum, with £270 per annum from the Arigna Mining Company. He is chiefly responsible for the formation of the company, the construction of the line, and the guarantee by the ratepayers; and the wildest statements and most absurd estimates were put forward to induce people to undertake financial responsibility for the scheme. To one of these references has already been made, Mr.</p>		

Rev. J. G. Duggan's Evidence.	Mr. Lawson's Comments.	Rev. J. G. Duggan's Reply.
<p>James Omsky Lawder having assured the ratepayers that "they would never be called upon to pay a penny." In the pamphlet he actually built his estimate upon the results of the working of the Clones to Cavan, and the Coolickill branch of the Great Northern Railway. Such comparisons, of course, were utterly fallacious.</p>		
<p>22430. Chairman.—There was a complaint made by three witnesses that you do not insert the weight of goods on your advice notes.—That is a very interesting complaint to me. I was here at the time and based the complaint made. It is in connection with the complaint that we don't weigh our goods, and actually refuse to weigh goods. Mr. Lawder insisted that we should have weighed our goods. We do weigh our goods. The fact is that the weights of goods are always supplied upon the advice notes. The company could not be reasonably required to impose upon the ratepayers the expense of providing weighbridges at the stations. Other railway companies do not provide weigh-bridges for the public. Further, most of the towns have public weigh-bridges for the purpose. A great deal has been made of the fact that the company's advice note for coal does not specify the weight. Mr. James Omsky Lawder (22432) told the Commission that the advice notes for coal previous to 1904 specified the weight, and that since 1904 a new advice note (of which he handed in a copy) has been used which does not give the weight. He repeated (24330-1) that this has been done "within the past three or four years," and that this advice note differs from those used in any other railway in Ireland. Father Gray (22433-4) repeated this charge, and handed in a copy of this advice note. Mr. Martin (22492-94) supported the previous witnesses. The Commission appear to have attached great importance to this, and the Chairman (24336) said "I am bound to say I do not know of anything of the kind being done on this side of the water." The facts are (1) that this is the identical form of advice note that has been in use since the opening of the line, and that was in use when Mr. James Omsky Lawder was engineer of the railway and managing director of the coal mines; and (2) that it is similar to the form that is used by the Great Northern Railway of Ireland, the London and North Western Railway of England, the Midland Railway of England, and the London and South Western Railway of England—the Chairman's own line. In proof of this, we put in copies of the coal advice notes in use by these four railways.</p>	<p>I beg to say that prior to 1904 all the advice notes sent to me with coal were on another form, and gave the weight and rate. Since then the new form has been sent to me, on which neither weight nor rate is given, nor on the receipt is this information given. I beg to enclose two advice notes and receipt for coal I got in August, 1908. I also enclose three advice notes for coal by the Great Northern Railway (Ireland) given me by traders, and not got from the railway company. Also coal given by the Midland Great Western Railway to a customer, on all of which weight and rate is given.</p> <p>The County Court Judge did state that the company were bound to give the weight and rate, and I got a decree for the amount short in the coal. The company appealed, and Mr. Justice Wright affirmed the decree, and told the manager he was bound to give the weight and rate. Moreover, I heard their own counsel telling the manager "you must give the weight and rate." Rev. Mr. Duggan was not present on either occasion, and yet makes these assertions before the Commission.</p> <p>I may say since that action I have had several consignments of coal, and some neighbouring farmers have got me to order coal for them in my name, knowing I have a weigh-bridge at my yard. On all these occasions the coal was full weight, proving fully that the piffing I had complained of was a reality.</p>	<p>* * * * *</p> <p>We have supplied the Commission with copies of the advice notes of the various railways (22430), and we adhere to our evidence.</p> <p>* * * * *</p> <p>* * * * *</p>
<p>22431. It was not a question of form, but of no weight being inserted?—These forms which I now hand in (producer forms) are used by the London and North Western, the Midland, the London and South Western, and the Great Northern of Ireland, and the weight of the coal is not inserted.</p>		

\* See Appendix No 4, XL

† See page 427

‡ See page 427

§ See page 423

REV. J. G. DICKER'S EVIDENCE.

MR. LAWDER'S COMMISSION.

REV. J. G. DICKER'S REPLY.

23432. Mr. Sexton.—Was there an action brought by Mr. Lawder against the company in respect of the pilfering of coal lately?—Yes.

23433. Did he get a decree?—He got a decree, I believe. The manager will be able to give you all the particulars.

23434. Did the County Court Judge before whom this action came in the first instance declare that the company was bound to give the rate and the weight of the coal upon the advice note?—No. I think it was not coal; it was in the case of lumber. You had better wait until the manager is examined. I am not familiar with the details.

23435. Perhaps you can answer whether you do now give the rate and the weight on the advice notes?—We don't give the weight of the coal.

23436. Chairman.—It was a question of the debit note to the consignee for the carriage of the coal?—It was distinctly stated that our advice note was different from all other advice notes in use in the world. We show here that it is an exact facsimile copy of the advice notes in use in England and Ireland.

23437. The note given to us was the debit note to the consignee?—You have a copy there exactly the same. Mr. Lawder and Father Gray gave you our advice note.

23438. Chairman.—No; it was the debit note to the consignee for the carriage of the goods.

23439. Mr. Sexton.—I understood that the rate and the weight are not specified on the advice note or on the receipts given for the money?—It was the advice note reference was made to in the evidence, at 23432. This is the document I am handing in.

23440. Chairman.—My recollection is it was a debit note. The consignee was called upon to pay a certain amount of money. No money was mentioned in the advice note, of course.

23441. Mr. Sexton.—Neither in the advice note nor in the receipt given to the consignee was the weight or the rate specified.

23442. Chairman.—That is the point?—I believe that is so.

23443. It did not give the weight and the rate with the amount he had to pay?—Here is the advice note sent to the consignee. The charges are stated here. There is no provision for the weight either in this. This is a copy of the actual advice note complained of.

23444. Mr. Sexton.—The point is that no document is given by the railway company to the consignee specifying either the weight or the rate, neither an advice note, nor a receipt, nor any document. That is necessarily serious because of the allegation of pilfering.

23445. Chairman.—The advice note is the same for all the companies, and you are quite right about that?—It was the advice note about which complaint was made.

REV. J. G. DODDER'S EVIDENCE.	MR. LAWDER'S COMMENTS.	REV. J. G. DODDER'S REPLY.
<p>32449. They may have called it an advice note, but the document headed as was the debt note to the consignee?—If you will excuse me, I was sitting at the table when this occurred, and I saw that note headed as by Mr. Lawder, and then I made it my business to collect the other notes.</p>		
<p>32447. I am speaking of my impression. At any rate, you explain clearly that, so far as the advice note to the consignee is concerned, it is the same as that adopted by all the railway companies, and that you made no alteration in it?—We made no alteration in it, and the statement of Mr. Lawder to the effect that we altered this note some years ago to facilitate the stealing of his coal by our locomotive employes is one that should never have been made.</p>		
<p>32448. Colonel Hulsehouse P.O.—With regard to your goods traffic, don't you furnish the consignees with a document beyond that, showing the weight?—We do.</p>		
<p>32449. It is only with regard to the coal traffic you don't?—Yes.</p>		
<p>32450. Mr. Serles.—It will be necessary to amend your system to this extent, that in some document given by you to the consignee you should specify the weight of the goods delivered and the rate. How otherwise is he to test whether the goods have been fully delivered or whether the rate is the rate he ought to pay?—Of course, the Welsh coal which we carry comes from other companies, and if there is any loss by pilfering before the coal comes to us, we ought not to be held responsible. We don't supply the weight, because we cannot guarantee the weight. We get a certain amount of coal from the Great Northern Company, and we cannot guarantee the weight of that.</p>		
<p>32451. Why do you withhold from a consignee particulars of the amount of coal you purport to deliver and the rate at which you carry it? How can he test the transaction in the absence of these particulars?—I don't think he can test it, even if we give the figures, unless, of course, he takes it to a weigh-bridge and weighs it.</p>		
<p>32452. Do you know that Mr. Justice Wright, the judge of assize, as well as the County Court Judge, and you were bound to give the weight and the rate?—If we give the weight of the coal, under the law of tort we are held responsible for any shortage without a trial at all. It is very unfortunate for us to be placed in a position of that kind if we cannot help it. I don't think there is really injustice to the public at all. Certainly it has not been proven here.</p>		
<p>32453. I must say I think anyone receiving coal from you is entitled to know how much you say you are giving him, and how much you are charging him for carrying it. That is a simple question. I don't see why the transaction should be disguised. I don't find any fault with what you say as to the law of tort, but the consignee ought to know where he is.</p>		

REV. J. G. DODGE'S EVIDENCE.	MR. LAWDER'S COMMENTS.	REV. J. G. DODGE & REPLY.
<p>32484. Colonel Hutchinson, <i>Poe.</i>—Am I right in saying that in all the other railway systems in Ireland, in every case, the company furnish the consignee with a document setting forth the weight of coal and the rate at which he is charged?</p>		
<p>Mr. Croker Harrington, <i>Solicitor.</i>—I think a big railway company like the Great Northern or the Great Southern would have weigh-bridges at the stations, but not a small light railway company. One can quite understand that a company of this sort could not afford to do it.</p>		
<p>32485. Colonel Hutchinson, <i>Poe.</i>—Do you think that this system practicable on these light railways?</p>		
<p>Mr. Croker Harrington, <i>Solicitor.</i>—I do not pretend to give a statement. That is as far as my knowledge goes. I think it was stated that there was a public weigh-bridge near the station, where they could weigh the coal if they liked.</p>		
<p>Mr. Sexton.—That is at certain stations only.</p>		
<p>Mr. Croker Harrington, <i>Solicitor.</i>—I do not know, really.</p>		
<p>Witness.—Ballymore and Mohill, and other towns, have public weigh-bridges.</p>		
<p>32490. Chairman.—But we understand it is not the practice on every railway to have weigh bridges at all stations?—We certainly could not afford to have them at all stations.</p>		
<p>32497. I think your answer on that head is satisfactory. What have you to say with regard to the closing of stations?—With respect to the alleged closing of stations, Mr. James Ormsby Lawder, at question 34412, said that the company wanted to close some stations, and that statement is quite baseless. Last year the Lomvon Company, in order to expedite the traffic and economise expenses, proposed to discontinue stopping some trains at three or four way-side stations, at which little or no business is done by those trains. One of those stations was Mr. James Ormsby Lawder's station, Laudendale, where the average earnings by the passenger train which it was proposed to discontinue stopping there amounted to less than 2½d. per day.</p>	<p>It was reported in the local papers that the directors proposed not to stop the early up train at certain flag stations, including mine. I wrote to the chairman drawing his attention to the arbitrator's award of 1886, in which he put (without my knowledge and without my adding, and I did not attend at his sitting when dealing with my lands), "the company by agreement to construct a station on the line, at which all passenger trains shall stop, provided there are passengers to take up or set down." The stopping at the flag station if there are passengers costs nothing absolutely (except the wear on brake blocks, which is microscopic), and there is ample time to make the connection at Bellharist if time is not wasted at the larger stations, as has been proved before and since. When the manager found he could not force me to drive three miles to catch the train, instead of half a mile, he issued a printed notice on 15th October, 1896, that on and after 1st November, 1896, "consequent on Board of Trade requirements, etc.," the following flag stations will be closed for goods and mineral traffic—viz., Gortree and Laudendale," and others.</p>	<p>Mr. Lawder's statement in evidence (34412) was that the company "wanted to close some stations." There was no truth in that statement.</p> <p style="text-align: center;">* * * * *</p>
<p>Mr. Croker Harrington, <i>Solicitor.</i>—Might I say that at question 26335 I asked Mr. Lawder: "Are there weigh-bridges at each of these towns?—Which? Are there public weigh-bridges at each of these little towns?—Those are." That was Mr. Lawder's own evidence.</p>		
<p>Mr. Sexton.—There is not a railway weigh-bridge anywhere except at Ballymore on that line, I understand.</p>		
<p>Colonel Hutchinson, <i>Poe.</i>—I suppose the companies would have to pay for the use of these public weigh-bridges.</p>		
<p>Chairman.—Certainly they would for the railway weigh-bridges. The railway companies in England charge a fee if the coal is weighed; I do not know whether that is the system in Ireland.</p>	<p>I enclose the poster he named. When the manager found he had to stop if there were passengers he attempted to force me and others to draw our coal for house use and lime-burning three extra miles. When the fee was made there were huge losses made. I guaranteed 100 tons of traffic in the first year if a siding was put in at Laudendale station, which cost £42 10s. My guarantee was accepted and recorded, the siding</p>	
<p>Mr. Croker Harrington, <i>Solicitor.</i>—That is right.</p>		



REV. J. G. DIGGES'S EVIDENCE.	MR. LAWDER'S COMMENTS.	REV. J. G. DIGGES'S REPLY.
Colonel Hatcheron Post.—Not on the large railways.		
Chairman.—A small charge.		
Mr. Cocker Barrington, Solicitor.—Yes; there is a small charge.		
32458. Chairman (to the Witness).—You found that at certain stations there was no traffic, and to expedite the service you discontinued a train calling there?—We proposed to do so, but we were defeated by the agitation got up by Mr. Lawder, and we are obliged to stop a train which runs 2½d. per day at this station every three or four weeks, because we find he had a close in the arbitrator's award requiring the stopping of all trains at his station.	was put in, and in the first year there was over 200 tons in or out of the siding. Now, after twenty years' working they wanted to close it. Regarding Garadice also there was a bargain. Our Act did not empower us to go through domestic lands. To save two or three miles of a road to avoid Mrs. Penrose's demesne and an extra cost of some £10,000 or £12,000, the Provisional Committee deputed me to negotiate with Mrs. Penrose to allow us to go through her demesne, and if she did I was authorised to consent to a flag station with siding to be put as near as possible to suit her and a large district. She did consent, the station and siding was put in, and in the last twenty years quite 20,000 acres has gone in or out of that station. When the closing of these flag stations was contemplated (which Mr. Digges says is "quite needless"), I called an indignation meeting at Ballinacorney, at which I stated I was going to give evidence before the Railway Commission, and would bring those matters before it, in consequence of which the complimentary pass the directors had given me from the opening of the line was stopped! which, of course, will not stop me from exposing crying evils, such as * * * the pilfering of coal and other things.	
32459. Mr. Appearall.—Would you save money if you did not stop?—Certainly. The extra expense falls upon the ratepayers.	* * * * *	
32460. Do you keep a staff there?—No. There is a woman in charge of the house to open the gates.	* * * * *	
32461. She would have to remain there?—Yes. But the very important consideration for us is the accumulation of time-keeping and making connections with other railways.	* * * * *	The one case of alleged coal pilfering reported by Mr. Lawder was investigated by the chairman of the company, and was found to be entirely baseless. The coal belonged to the person who was accused by Mr. Lawder of theft. When the chairman communicated this fact to Mr. Lawder, Mr. Lawder wrote back to him to tell it to the "Horse Menace."
32462. Chairman.—The far more important question after all is the liability of the ratepayers; and some statement was made by Mr. Smyth in his evidence upon that subject. Have you anything to say upon that?—Mr. Smyth entered into an argument with one of the Commissioners (30616-30522) endeavouring to prove that the County Leitrim ratepayers were liable for a shilling net in the pound for the year ending May, 1907, and refused to admit that the county received a refund of half the excess above 6d. Under the 68th Section of the Local Government (Ireland) Act, 1898, sub-section 4, the refund is provided for. The valuation of County Leitrim grassland area is £54,035 12s. 6d., which, at 1d. in the pound, produces £540 16s. 6d. The demand on County Leitrim for the year ending May, 1907, was £7,268 13s. 11½d., out of which the Treasury refunds 2 per cent. on £146,360 (the amount capital at that date), namely, £2,925 4s. 0d., leaving a sum of £4,343 9s. 11½d. to be made up by the area. This, upon the valuation of the county already stated, would require a rate of 10-30d. in the pound, half of which, above 6d. in the pound, namely, 5-10	I beg to send herewith** one of the many rate dockets I got, on the back of which will be seen that the railway rate for the year ending 31st March, 1908, is 1s.	We have already (32462) supplied the Commission with the facts and figures, and to those we adhere.

\*\* See page 433.

## REV. J. G. DODD'S EVIDENCE.

## MR. LAWSON'S COMMENTS.

## REV. J. G. DODD'S REPLY.

in the pound, is recoverable by the county under the Local Government Act above referred to from the contribution of the Consolidated Fund to the Local Taxation (Ireland) Account, leaving the sum of £1,134. to be levied off the ratepayers. But of this £1,134, £171 represents the county's voluntary contribution to the reserve fund, formed in compliance with a special resolution of the Leitrim County Council in 1904, of which a copy is here supplied. Therefore, the net liability of the County Leitrim guaranteeing areas under the original Order in Council for the year ending May, 1907, was not in, in the pound, as alleged over and over again by the witnesses, but only 9-64d., in the pound. And I may add that the tax for 1908 is £111. in the pound, less 1-71d. for reserve fund, making 8-2d.

52499. But the great difficulty, as a matter of fact, is under £6,000, so he was right in any case?—He would have been exactly right, because the figures were at his disposal. As a general reply to all the charges of mismanagement, indifference to the importance of traffic development and extravagance, we put in the following comparative Table No. 1\* of receipts and expenses for the past seven years of the six largest light railways in Ireland which have been constructed under the Tramways and Public Companies (Ireland) Act, 1883. The figures are taken from the Board of Trade Returns. They show, under the head of Expenditure, that the Carron and Leitrim Railway is much the lowest per mile for "Maintenance of Way" (excepting the Clogher Valley Railway, which has not a permanent way so expensive to keep up, is practically equal with the lowest for "Locomotive Power," and is lowest for "General Charges," for "Miscellaneous Expenses," for "Percentage proportion of Expenditure to Total Receipts," and for "Expenditure per mile of line." These results may be more readily verified by reference to Return No. 7,44 which gives the average yearly expenditure of the five largest light railways in Ireland during the seven years, 1900-1906.

52500. Now, will you deal with the constitution of the Board. Have you anything to say upon that?—There is a good deal of disposition upon that point. The Board consists of eight directors representing the shareholders, and four representing the Leitrim guaranteeing areas, and appointed subsequently by the Leitrim County Council, and two representing the Carron guaranteeing areas, and appointed in the same manner by the County Council of Carron. Mr. James Ormsby Lynder, at Questions 24425 to 24426, declares that in the pamphlet a promise was given that the ratepayers should always have the majority on the Board. The pamphlet was dated by Mr. James Ormsby Lynder 1st February, 1884, but the minute-book shows that two months earlier, December 4th, 1883, at a meeting held in Drumahaire, the Board was

The Clogher Valley has exactly the same rails, fish-plates, and fastenings as the Carron and Leitrim. It has much longer and steeper gradients and more sharp curves as it runs along the road for a greater part of its length. The permanent way on the Clogher Valley has not been starved, as has been the case on the C. and L. The former has been ballasted properly from the start. On the latter for some years the sleepers were practically lying on the top of the ballast, hence the rails which were curved when put down got into straight lines and angles at every joint till the line became dangerous. Starving a line is bad policy, and a dear one in the end.

We raised no question as to rails, fish-plates, and fastenings, but only as to the permanent way, and to our evidence on this point we adhere.

The assertion that the rails in curves have been straightened through insufficient ballasting answers itself, and requires no comment.

Everybody knows that to start any company it must be registered with names of a few directors, who act only pro. tem. to comply with the law, and till the Order in Council was got. Hence it was that five nominal directors were named when registration took place, and of these four were on the Provisional Committee. My brother was not on the latter, as I stated before. He was only here for six weeks or two months. As soon as the Order in Council was got the company really came into being. The Grand Jurors of Leitrim and Carron appointed the directors to represent them, and the shareholders appointed theirs. Among the nine directors so appointed, as shown on the "prospectus" I enclose, six had been on the Provisional Committee, and the remaining three had the pamphlet given them at the hearing before the Grand Jurors. Also the

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As to the responsibility for the pamphlet, I refer to the company's

† See Appendix No. 4, XV.

\* See Appendix No. 4, I.

‡ See Appendix No. 4, X.

\* See page 436.

REV. J. G. DIGGES'S EVIDENCE.	MR. LAWREN'S COMMENTS.	REV. J. G. DIGGES'S REPLY.
<p>elects consisting of five directors only, namely, the Earl of Kingston, the Venérable Archdeacon Hunt, Bishop-Surgeon Roe, C.B., Charles Lawder, and Francis Cofferty. The minute is evidently in Mr. James Omsky Lawder's own handwriting. It is remarkable also that in the published reports of Mr. James Omsky Lawder's speeches to the meetings of ratepayers at the time, it is recorded that he told them: "It is the shareholders who appoint the directors—men in whom you will have confidence." It is plain that no promise such as Mr. James Omsky Lawder refers to had then been given, and that his pamphlet, which was subsequent to the registration of the company, with five directors (not including a majority for the ratepayers), was not put forward as a promise by the company. Father Gray stated, at Question 26402, that the ratepayers were told:—"If you give a guarantee of 5 per cent., we will undertake to give you a majority on the directors of the line," and that the Grand Jury gave that promise. He adds, at Questions 26434 and 26632 to 26638, that "the moment the promoters got the contract signed and sealed, they changed their terms, varied the draft proposal, and misquoted the Order in Council." He further declares, at Questions 26684 and 26685, that the promise was in writing, and identifies it with the pamphlet. As a matter of fact, there never was any such "draft proposal" at all. No such promise was ever given by the Grand Jury. Neither by the Grand Jury, nor by the Order in Council, was any arrangement suggested, or made, to limit the ordinary right of shareholders, under the Companies Acts, to fix the number of their directors. The company's Order in Council, which specifies the number of borough directors to be appointed by the counties of Devon and Lottum, respectively, follows the precedents made by the Grand Juries of those two counties at the Spring Assizes of 1884, and authorises the number of borough directors agreed to by the Grand Juries of those counties, and set out in those precedents. The railway company, as stated before, was already in existence as an ordinary limited liability company formed under the Companies Acts. It had five directors, and the shareholders had power to appoint any number of directors they liked, and it is evident that neither Mr. James Omsky Lawder, in his pamphlet, nor the Grand Jury, had, or could have had, any authority to promise away this right of the shareholders under the Companies Acts. In March, 1900, the shareholders exercised their right, serving a requisition upon the Board for a special meeting, and appointing four directors, of whom three had served during many years as borough directors.</p>	<p>five first directors for registration purposes knew of and sanctioned the pamphlet. It is only playing with facts for Mr. Digges to make such statements, and to say that neither the Provisional Committee nor the directors then or now are bound by the pamphlet.</p>	<p>evidence, and to 32344, 32346-32349, and 32403-32409 in this statement, as above:</p> <p>* * * * *</p>
<p>32511a. Colonel Hutchinson, Pae.—Are you in a position to say whether the shareholders, or a large majority of them, are also ratepayers?—A very large number are.</p>	<p>I have a certified copy of the list of shareholders. Only a very small amount of stock is held by the ratepayers, and the same is the case with religious and charitable institutions.</p>	<p>* * * * *</p>

## REV. J. G. DIGGES'S EVIDENCE.

22212. In what proportion?—I could not say in what proportion. A good deal of our stock is held by religious institutions and charitable institutions, and so on.

22254. Chairman.—Do you wish to say anything in the case of the Arigna Mining Company. Certain irregularities have been alleged as resulting from your dealings with that company. Do you wish to say anything upon that?—I wish to say that an allegation has been made against the Barometal Directors that one of them cannot read or write. That was put forward by Mr. James Lawder at question 24423. There is absolutely no truth in that whatever. Then Father Gray said that the Barometal Directors are "perfectly powerless to alter courses of administration." There is no foundation whatever for the statement. Any cases of complaint brought forward by the Barometal directors are invariably investigated. There have been many cases in which the shareholders' directors, being in a majority at the time, have declined to decide upon questions of management, etc., in the absence of the Barometal Directors, and have had such questions adjourned accordingly. Now, those statements are groundless. Neither the shareholders' directors nor the Barometal Directors invariably vote solidly together. As a matter of fact, this has happened on only five occasions since the County Council directors joined the Board in 1904, and the particulars of those cases we now supply to the Commission, because a great deal of importance was laid upon it in the evidence.

22284. Is there any truth in that?—Absolutely none. Mr. Smyth accepted Lord Pirrie's suggestion, at Question 20337, that "the directors and chairman of the coal mining company are charging themselves a considerable sum more than they are charging the public," and that this "is a strong case against the levy of rates." Father Gray, at Question 20326, declared that the mining company give the coal to outsiders at 11s., and charge the railway 14s. 2d., and the guarantee 15s. 6d. He added, at Question 24434, that English and Scotch coal can be bought in the district cheaper than Arigna coal, and Mr. Lawder declared that Scotch steam coal can be procured in Ballinamore "at very little, if at all, over 16s. 2d." As already stated, the railway company is not in any way responsible for the Arigna Mining Company's charges to the public. It is true that, in the beginning of 1905, some coal which was overstocked was sold to Sligo at 11s. free on rail Arigna, and that there was a contract with the North Dublin Union at the same rate. With this latter exception, the Boreenby Union contract at 14s. 6d., and the railway

## MR. LAWDER'S COMMENTS.

The very large amount is held by outsiders who have no interest in the working of the line or pay any rates towards it. Mr. Digges holds £100 in stock, and is only rated at £9 10s. for the house he occupies, which, I understand, is only for voting purposes, and that the rates (9s. 6d. for the railway) are refunded to him, so that he cannot be called much of a shareholder or a ratepayer.

It is "common knowledge" that he can hardly write his name.

There is

## REV. J. G. DIGGES'S REPLY.

The reference to Mr. Digges's rates and shares has no relevancy to the point at issue, so far as I can discern.

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\* \* \* \* \* There is not, and there never has been, a director on the Board who cannot read or write, and there is not, and never could have been, any "common knowledge" to the contrary.

I know of several cases of Arigna coal being sold at 11s. and 12s. 6d. rails Arigna, while the Lestrin ratepayers had to pay 15s. 6d. At Ballinamore Arigna coal costs 17s. 8d. It is delivered at Ballywillin, with 54 miles extra mileage, at 17s. 6d. I was personally offered it at 25 per cent. off the 12s. 6d. charge, but declined it unless other ratepayers got it at the same price. While managing director, I paid the same as everyone else, and I do not like these preferential prices or secret rebates.

I have got Scotch coal in six-ton lots at Ballinamore at 19s. a ton (which is much cheaper than the Arigna at 19s. 8d.), and in larger quantities I have seen quotations at considerably less.

We have supplied the Commission with the facts and figures in this case, and we adhere to our evidence.

REV. J. G. DODGES'S EVIDENCE.	MR. LAWDER'S COMMENTS.	REV. J. G. DODGES'S REPLY.
<p>and the personnel, no coal is sold under 16s. per ton. It is untrue to say that English or Scotch coal can be bought in the district cheaper than, or anything like as cheap as Arigna coal. As a matter of fact, Scotch coal in the district costs 25s. per ton for retail quantities such as are bought locally. The local demand for Arigna coal is far greater than the mining company, with its limited means of transport to the railway station, can supply, and when the railway company had to buy coal during a strike they had to buy at very high prices. But the final reply to all allegations that have been made to the effect that the influence of the Arigna Company on the railway board has resulted in malpractices, and that the railway board favours the mining company by paying exorbitant prices at the expense of the ratepayers, and have thus given a "strong case" against the levy of rates, lies in the fact (which Mr. Lawder, at Question 24686, endeavoured to disprove) that the coal for the railway is invariably procured by tender, and that the lowest tender is invariably accepted.</p>		
<p>22285. Mr. Aspinwall.—How many people do you invite to tender on a sale?—We advertise in the <i>Irish Times</i>, <i>Freeman's Journal</i>, <i>Daily Express</i>, <i>Independent</i>, <i>General Advertiser</i>, <i>Letterbox Advertiser</i>, <i>Cavan Weekly News</i>, <i>Cavan Anglo Celt</i>, etc., and they send slips of these advertisements direct by post to a list of over 200 suppliers, including 21 coal contractors in England, Scotland, and Wales. Mr. Lawder said that he had never been able to discover that these contracts were ever taken by tender, and that he had asked a number of directors about them, and they had never been able to tell him. Now, here I am putting in copies of the advertisements which appeared in the local papers, and I need hardly tell the Commission that Mr. James Lawder is one of the most diligent and effective correspondents of these local papers himself, so it is amazing to see that these advertisements can have appeared so often without his observing them. I put them in now, and also copies of the slips which we sent to contractors in England, Scotland, and Wales.</p>	<p>I take regularly three of the papers he mentions, and up to the time of my giving my evidence in July, 1907, I never saw one advertisement for coal contracts. Since then I have. I asked several of the directors on the point, and none of them could tell me if advertisements were put into the papers calling for tenders.</p>	<p>* * * * *</p> <p>We have handed to the Commission copies of the newspapers containing the advertisements referred to.</p> <p>* * * * *</p>
<p>22292. Mr. Sexton.—On the railway?—Yes. It has been shown in Mr. Digges' book, "Fighting Industries," that the Arigna coal has saved the ratepayers about 21,000 per annum, and Mr. Lawder, questioned upon that point (24610), contradicted the statement, and declared that there is a loss to the ratepayers of £200 a year. The fact is that Mr. Digges' book understated the advantage to the ratepayers, for in 1906 the lowest tender from any source other than the Arigna Mining Company was 25s. 9d. per ton delivered</p>	<p>I beg to hand in a letter†† dated 18th September, 1906 (when coal was high), from a very large Belfast coal merchant, offering to deliver 2,000 tons of best Scotch steam coal for locomotives at 45s. a ton at Ballinamore, and this includes the ordinary coal freight on six ton lots of 8s. 4d. from Belfast quay to Ballinamore. For a large lot of 2,000 tons a very much lower rate could be got from the Great Northern Railway (I.) Company. And when coal is cheapest during the summer months it could be got considerably less.</p>	<p>* * * * *</p> <p>The tenders received by the company for coal have been quoted to the Commission in full (22287).</p> <p>* * * * *</p>

REV. J. G. DUGGAN'S EVIDENCE.	MR. LAWDER'S COMMENTS.	REV. J. G. DUGGAN'S REPLY.
<p>at Ballinacree. The Arigna Company's tender at 14s. 2d., and freight, 2s. was accepted. The company use about 2,000 tons per annum. The difference in cost was therefore £1,120.</p>		
<p>22203. On the assumption that the alternative coal would be 28s. 6d. a ton?—On the basis of the lowest tender supplied to us.</p>		
<p>22204. As compared with a payment for other coal of 28s. 6d. and 30s. 6d., what figure do you take for the alternative price in measuring the gain to the ratepayers?—25s. 9d. That was in 1906. We put in a farm hose giving the names of all the persons tendering, and the actual prices they charged for coal since the line was opened.</p>		
<p>22205. The price used in your comparison was 14s. 2d.—No; 16s. 2d.</p>		
<p>22206. Chairman.—You have perfectly explained it. You wish to give an accurate return of the receipts, and show all the traffic carried on the railway?—Yes. Further, it is still more necessary in our case, in order to provide for a just division of expenses as between the two counties, Leitrim and Cavan. We have ratepayers in Cavan who are paying less than 3d. in the pound, and in Leitrim the ratepayers have to pay something like 11d. in the pound. There was another matter on which a good deal was said, and that was Mr. M'Adoo's position. With respect to the position of Mr. M'Adoo as manager of the railway and secretary of the Mining Company, a great many complaints have been made. We have already given the Commission a true description of the circumstances in which Mr. M'Adoo's appointment as secretary of the Mining Company took place. Dealing with Mr. Lawder's evidence upon this point, it cannot be overlooked that it was when under Mr. Lawder's management the Mining Company had become practically bankrupt. Mr. M'Adoo volunteered to save the situation in the interests of the railway, and that he succeeded. Mr. Lawder, as an ex-official, who left the Arigna Company only when they could no longer pay his salary, and left the railway only when it became necessary to reduce his salary, complains (Question 24536) that Mr. M'Adoo's position "is not in the interests of the local people," and adds (Question 24539) "he would prefer that those two appointments should be held separately." This comes, curiously enough, from the gentleman who held appointments in both companies simultaneously at a stated salary of £520 per annum, and held them so long as there was money forthcoming to pay his salaries, and probably then believed that it was "in the interests of the local people" that he should do so. According to Father Gray (Question 26431), this is another of the points which "alarmed" Mr. Ryan, the then Chief Secretary. That is not to be wondered at if it was presented to Mr. Ryan as it has been presented to this Commission by Father Gray, who stated (Question 26456) that Mr.</p>	<p>Mr. M'Adoo did not succeed me. I was managing director, and Mr. M'Adoo never was. When I and the Secretary to the Mining Company resigned, Mr. Urban Beoughton, junr., was appointed secretary, and after him Mr. M'Adoo. As I have stated before, my salary on the railway was £250, and out of the £220 (which was raised to £270 for a short time before I resigned), paid me by the Mining Company, I had to pay out of this the manager at the pit and the secretary, and provide a house, etc., for the latter and office in my house, by which arrangement I was a considerable loser, and never got 6d. for any personal services I did. My reason for this was my anxiety to start a new industry in the country, and gave my services free, and was out of pocket by the transaction. Want of working capital was the reason for the difficulties of the Mining Company.</p>	<p style="text-align: center;">* * * * *</p> <p>The company's evidence on this subject is absolutely correct. They have not styled Mr. M'Adoo "Managing Director," as Mr. Lawder here tries to make out. Mr. M'Adoo succeeded Mr. Lawder, as we stated; took over the mines in a condition of, practically, bankruptcy, and made them a success.</p> <p style="text-align: center;">* * * * *</p> <p>If "want of working capital" was the reason for the failure of the mine under Mr. Lawder's managing directorship (which I deny), it remains for him to explain how it came to pass that Mr. M'Adoo, who makes no pretensions to be an engineer, made the mines pay.</p>

REV. J. G. DOUGHER'S EVIDENCE.	MR. LAWSON'S COMMENTS.	REV. J. G. DOUGHER'S REPLY.
<p>Mr. Adoo's connection with the Mining Company has required the appointment of "an assistant traffic manager at £104." Mr. Smyth (Question 30611) adopted Father Gray's words, and made the same complaint. There is no truth whatever in the statement. There is no assistant traffic manager. The staff of the traffic manager's office consists of one head clerk and one junior clerk, who are paid £110 and £93 per annum respectively. The junior clerk does most of the clerical office work. The head clerk attends to important correspondence, visits stations and inspects the accounts, and also attends the line, canvassing for traffic. It would be impossible to reduce this staff even if the manager had no connection with the Angus Mining Company. Mr. Martin (Question 30646-7) went as far as to state that Mr. McAdoo is a farmer, and employs, in attending to his farm, time for which he is paid as manager of the railway. This statement is a misrepresentation of facts. Mr. McAdoo devotes no time to farming.</p>	<p>He contradicts himself as to the number of clerks and their salaries at Ballinmore. There are only two clerks in the manager's office. A great deal of their time, as well as Mr. McAdoo's, is taken up with the correspondence and accounts of the Mining Company, to the detriment of the railway company, and the railway people thank if there was a capable man as manager and secretary combined for the railway company, with three clerks giving their whole time to the railway (as on other lines), the office in Dublin with its staff could be dispensed with to advantage. It must be remembered when I was connected with both companies I was not supposed or engaged to give my whole time to the railway, and there was a separate secretary for the mines, while Mr. McAdoo was engaged by the railway to give his whole time to it. For some time he kept an extra clerk entirely for the Mining Company, but his services have long since been dispensed with, and the extra work has been put on the railway clerks, who have so much less time to devote to the railway work, and push traffic.</p>	<p>* * * * *</p> <p>The "extra clerk entirely for the Mining Company" has not been dispensed with, but is still employed by that company, and the extra work has not been put on the railway clerks.</p> <p>* * * * *</p> <p>We have supplied the Commission with all the facts as to the staff in the manager's and secretary's offices, and as to the manager's connection with the mines.</p> <p>* * * * *</p>

MR. MACADOO'S EVIDENCE.	MR. LAWSON'S COMMENTS.	MR. MACADOO'S REPLY.
<p>35630. We come now to your working expenses. Are your working expenses abnormal in consequence of any particular construction of your railway?—Yes, our working expenses are largely increased by the way the line has been constructed. In the first place, the curves are too sharp; they are generally 4-chain radius, and that causes a great deal of additional wear on the rails and the tyres of the wheels.</p> <p>35640. Have you check rails?—No, not on any part of our line, and that is more extraordinary still, these curves were laid with straight rails.</p>	<p>On the main line or railway portion, 354 miles, there are no 4-chain curves at all, the sharpest one, close to Ballinmore station, being 360 feet radius, or over 74 chains. All the rest are very much larger. On the tramway portion, 18 miles, for the most part running alongside the public road, where the speed limit is 12 miles an hour, there are altogether only 15 very short curves of 4-chain radius, or an average of one per mile, so that traffic cannot be impeded or working expenses increased by them.</p> <p>These few 4-chain curves were so short and the speed limit so low that check rails were quite unnecessary. Had they been found necessary during the last twenty years' working they would and could have been put in since the opening in 1888. Experience had proved they were not necessary. The rails for all curves were accurately bent to suit the curve. The specification stated that the rails "for curves must be accurately curved to the radius when the curvature exceeds one quarter of an inch, with a suitable machine." This was done in all cases. Mr. MacAdoo did not come to the line for some time after the opening, so speaks from want of knowledge of the facts. The difficulty with these rails is due to the line being starved of ballast for many years; the sleepers were merely lying on the top of the ballast, instead of being covered by ballast as it was when the line was</p>	<p>I repeat on the main line there are curves under 4-chain radius, curves under 5-chain radius; while some vary from 6 to 9-chain radius.</p> <p>On the tramway section there are curves under 4-chain radius, curves 4-chain radius, curves varying from 4 to 6 chains radius. The statement that traffic cannot be impeded, or that wear and tear is not increased by these sharp curves, does not bear a moment's examination.</p> <p>On the question of "check rails" I advanced no opinion. I repeat and verify the rails were not bent to suit the curve either on the main line or the tramway section, and I positively assert a "rail bender" was never used on the rails for either the main line or the tramway. This statement that the rails have "straightened out," &amp;c., is too absurd to require notice.</p>

MR. MACADOO'S EVIDENCE.	MR. LAWDER'S COMMENTS.	MR. MACADOO'S REPLY.
	<p>mode. Consequently the rails, being light, have straightened out, and instead of curves the line becomes a series of straight lines, with curves at every point. The Clogher Valley has the same permanent way, and, as far as I hear, they have had no difficulty in this respect, as they attended to the ballasting from time to time as required. Starving ballast is a bad and expensive policy in the end.</p>	
<p>53649. Surely you would not now, as a representative of the directors, disparage Mr. Barton's skill in railway construction?—I am speaking of a fact I do not want to disparage Mr. Barton or anyone else.</p>	<p>From Belturbet to Bellinamore on the railway portion, where the heaviest traffic is, the ruling gradient is 1 in 45. For the rest of the railway, from the better place to Droghda, the ruling gradient is 1 in 40, and only a very few of these for short lengths. On the tramway portion the ruling gradient is 1 in 30, all short lengths. Taking those in the direction of the heavy loads (i.e., from Arigna to Bellinamore) there are only five of these gradients in 15 miles, with an average length of 162 yards, which can hardly be said to be a serious matter.</p>	<p>On the main line, from Belturbet to Bellinamore, there is still one gradient 1 in 40, and from Bellinamore to Belturbet there are two gradients 1 in 40. A third 1 in 40 gradient has been cut down since the line was opened. The heaviest trains pass from Bellinamore to Belturbet. The ruling gradient between Bellinamore and Droghda is 1 in 40. One gradient on this section has been cut down since the line was opened. Some of the gradients are a quarter mile long. From Arigna to Bellinamore, on the tramway section, there are seven gradients 1 in 30, instead of 5, as stated by Mr. Lawder.</p>
<p>53650. And there many of those 1 in 30 gradients?—Several.</p>	<p>They have taken off the top of one gradient of 1 in 30 to the extent of 4½ feet, another, 1 in 48½, some 6 feet, and on the tramway about 6 feet from a 1 in 30, and from only 1 in 30. All these were done mostly by the ordinary permanent way men being taken off their lengths for short periods while these petty improvements were being done. A large number of the gradient boards have been allowed to rot away, so it would be difficult for Mr. MacAdoo to know what the gradient was at these points.</p>	<p>In each case of cutting down gradients since the line was opened, six feet was taken off the "crown," and in no case was it so small as ½ feet, as stated by Mr. Lawder. The earth work was performed by an extra gang, but on Bendings the line was changed by the regular and more experienced employees, who were paid for this extra work. The gradients have been checked from time to time, the last measurement being of recent date.</p>
<p>53651. You have no capital really, I suppose?—Our capital is exhausted. I think that was a defect in starting us.</p>	<p>The line was completed at £5,000 under the estimate, and that amount of capital was available at the opening, and by the last accounts of the company, to 1st November, 1908, there is £11,415 of unissued guaranteed stock available at present, yet Mr. MacAdoo states it is "exhausted."</p>	<p>The question of available capital is dealt with in my original evidence under question 53734 to 53796.</p>
<p>53652. What weight are the rails on your line?—The rails are 45 lbs. I should mention that we have replaced quite recently one of the curves with a rail of 65 lbs., and the rails have been bent to the inclination of the curve. It makes a wonderful difference in the running of our trains round that curve, and we intend to pursue that policy a little further.</p>	<p>The company have got lately a few dozen rails of 65 lbs., and have put down a few pairs on one curve. No doubt, a 65 lb. rail will keep the curve better where there is no ballast than a 45 lb. rail, and a 100 lb. rail still better. The starting of ballast in the case of the trouble, and at one time the line was dangerous to travel on. The meter gauge railways in India had 45 lb. rails, and with the light traffic on this line, if proper ballasting is kept up, is ample for the requirements. If the initial cost is not a consideration a 60 or 65 lb. rail would be better.</p>	<p>I am in full accord with Mr. Lawder as to the utility of a 65 lb. rail as compared with a 45 lb. per yard rail. After having come into contact with many who quote Indian experience, I have grave doubts respecting the advantage of such knowledge.</p>
		<p>The perfect immunity from accident is sufficient contradiction of the statement that the line was at any time "unsafe to travel on." About four months before Mr. Lawder left the company's service the line had run low in ballast, but between that period and his retirement it received special treatment.</p> <p>A ballast pit has since been secured, and recent has been made to the wash of a mountain river, the subject receiving constant attention of the Board.</p>



MR. MACADAM'S EVIDENCE.	MR. LAWRENCE'S COMMENTS.	MR. MACADAM'S REPLY.
<p>33660. And I suppose it is a constant source of cost in maintenance?—Yes; a constant source of cost. Then the gradients on our line are, I should explain, unfortunately a great deal heavier than they should be for the loadage which we have to do. We have practically to run three times for the load of one. There is not a great deal of economy in that; it is not an economical line to haul on at all.</p>	<p>The engines when got were engaged to start and take a train behind it of 100 tons up a gradient of 1 in 40, and 80 tons up 1 in 30, and that they did easily; but, like the permanent way, the locomotives have been starved. The late loss, superintending many times complained of this to the Board, and I have no doubt the present efficient loss, superintending has done so also. With this treatment of course the engines cannot do as much now as when new. Notwithstanding all the faulty construction of the line that the traffic manager complains of, I see in the directors' reports and accounts to 1st May, 1888, it stated that the tramway portion of the line had been opened for traffic "after inspection by Major-General Hutchinson, who reported very favourably on its construction and equipment."</p>	<p>The engines (with the exception of two which are receiving attention) are capable of pulling the original train. They had been over twenty years in the service, and naturally required thorough overhaul, which has been attended to. My evidence regarding the working of the line resulted from twenty years' intimate knowledge.</p>
<p>33745. There is one question I want to ask you about, and that is about the rolling stock. When the line was equipped at the beginning had you sufficient rolling stock for the traffic?—I think when they came there was not quite sufficient, but there was not quite the same traffic as there is now.</p>	<p>At the opening of the line in 1868, there were 30 open cattle wagons. They have only the same now, in 1888 there were 40 covered wagons, 20 of which were set apart for cattle and 20 for goods. In 1908 there were 60, half of which are available for cattle (say 30). That is, in 20 years they have increased out of capital from 40 wagons available for cattle to 55, an increase of 15, or three-fourths of a wagon per year, while their capital in hand is £11,415.</p>	<p>The line opened with the following rolling stock:— 8 tank engines, 8 compo. engines, 4 third class carriages, 6 passenger vans, 2 horse boxes, 2 carriage or timber trucks, 40 open box wagons, 40 covered goods wagons, 20 open cattle trucks.</p>
<p>33746. I suppose it was really a minimum supply?—It was a minimum supply.</p>	<p>The present stock is— 9 tank engines, 5 compo. engines, 7 third class carriages, 6 passenger vans, 2 horse boxes, 2 carriage or timber trucks, 47 open box wagons, 60 covered goods wagons, 20 open cattle trucks, 6 ballast wagons, 2 milk vans.</p>	<p>The increase is 1 engine, 7 first wagons, 20 covered goods, 6 ballast wagons, and 2 milk vans, or 44 wagons and vans. The line has been opened 21 years, so that Mr. Lawrence's calculation of a <math>\frac{1}{2}</math> wagon additional per annum shows fairly adequate.</p>
<p>33747. And did not allow for any future development?—No. For instance, we had twenty open cattle wagons, and I think from the first fair I went to in the district after I came there to conduct the traffic and see about it, we had sixty-seven wagons of cattle.</p>	<p>The fair he mentions was Mohill. He had 57 wagons of cattle, and 40 wagons to carry them in. A good many of them went to Drogheda, only 34 miles, so that to run them back for re-loading was not a difficult matter. But as to "washing them each time," there was no such thing as washing them at all in those days, and it was only introduced in recent years by order of the Department of Agriculture. A dash of whitewash once a week or oftener a month was all that was done.</p>	<p>As to the fair from which 67 wagons of live stock were conveyed, it was not Mohill, as stated by Mr. Lawrence. The statement that a good many of the cattle-laden wagons from Mohill are conveyed to Drogheda is contrary to fact. About four-fifths of the cattle traffic from Mohill is conveyed via Bellefleur.</p>
<p>33748. And your stock was twenty wagons?—Yes. I had to run some of the wagons four times, and wash them each time.</p>	<p>I note he carefully avoids to refer to my statements that the through rate for oil cake from Liverpool is considerably more than the two local rates added together. And that this rate used to be 19s. 2d., and has been raised to 24s. 8d., while the two local rates are 19s. 3d. Nor has he alluded to the fair traffic from Belfast to Ballinamore for Newtownport, etc., being driven away from this line by charging 2s. 3d. a ton more than is charged to Killybegs, and not taking less than six tons of wagon rate, while his wagons only hold five tons, and the Great Northern Railway take five tons at the wagon rate, thus driving away traffic and my several other charges.</p>	<p>The Privy Council clearing orders existed long before the Carru and Lifford Railway was constructed.</p>
<p>33749. Mr. Secretary—That was to comply with the regulations, was it?—Yes.</p>	<p>33750. Chairman.—You have alluded to that stock, of course?—We have added considerably to it.</p>	<p>33751. And you have done that out of revenue?—There is an engine which has been built out of capital, and some of the wagons have been charged to capital. It has not been entirely out of revenue. We increased the covered goods wagons by 20, we increased the open wagons by 7—the coal and timber wagons.</p>
<p>33752. And you have done that out of revenue?—There is an engine which has been built out of capital, and some of the wagons have been charged to capital. It has not been entirely out of revenue. We increased the covered goods wagons by 20, we increased the open wagons by 7—the coal and timber wagons.</p>	<p>33753. And you have done that out of revenue?—There is an engine which has been built out of capital, and some of the wagons have been charged to capital. It has not been entirely out of revenue. We increased the covered goods wagons by 20, we increased the open wagons by 7—the coal and timber wagons.</p>	<p>33754. And you have done that out of revenue?—There is an engine which has been built out of capital, and some of the wagons have been charged to capital. It has not been entirely out of revenue. We increased the covered goods wagons by 20, we increased the open wagons by 7—the coal and timber wagons.</p>

## DOCUMENTS FURNISHED BY MR. J. ORMSBY LAWDER, M.Inst. C.E. D.L., WITH HIS COMMENTS.

\* COPY OF PROSPECTUS REFERRED TO AT PAGE 418.

CAVAN, LEITRIM, AND ROSCOMMON LIGHT RAILWAYS AND TRAMWAY COMPANY, LTD.

GUARANTEED CAPITAL, £200,000—in 40,000 Shares of £5 each.

Second issue of 3,000 fully paid-up Shares of £5 each at a premium of 5s. per Share, Guaranteed £5 per cent. Dividend in Proportion, and payable £1 1s on application, and 2s within one month after allotment.

Special arrangements may be made by those who desire to pay up by instalments. But dividend does not commence to accrue until the Shares are fully paid up.

## DIRECTORS.

\*Chairman—The Right Hon. The EARL OF KINGTON, D.L., Kitchener Castle, Kesh, Carrick-on-Shannon.

Deputy Chairman—Colonel H. T. CLERMONT, D.L., Lough Ryan, Dromad, Co. Leitrim.

\*JOHN A. LAYTON, Esq., J.P., Ballydub, Carrick-on-Shannon.

\*Captain W. R. WHITE, D.L., Cloone Grange, Mohill, Co. Leitrim.

\*NICHOLAS HARRIS, Esq., J.P., Dromad, Co. Leitrim.

\*ROBERT H. JENNINGS, Esq., J.P., Bawboy House, Co. Cavan.

\*Captain BURNETT, J.P., Strathmore House, Co. Cavan.

\*Deputy Surgeon General S. H. ROSE, C.B., Ballyconnell House, Co. Cavan.

\*GEORGE F. STEWART, Esq., J.P., Lough Ryan, Dromad, and 6 Leinster Street, Dublin.

\*All the Directors marked by a \* were on the Provisional Committee.

Bankers—THE CATHOLIC BANK (Limited), Belfast and Brussels.

Engineers—JAMES BANTON, A.R., M.L.C., Dundalk. J. ORMSBY LAWDER, M.I.C.E., Laverdin, Co. Leitrim.

Brokers—Messrs. BANTON & COYLAND, 4 Foster Place, Dublin.

Solicitor—R. A. MACDONALD, Ulster Chambers, Belfast.

Secretary—URBAN BRIDGEMAN.

Office—11, Dame Street, DUBLIN.

This Company has been formed under the Companies' Acts, 1862 to 1883, by Memorandum and Articles of Association, by which the liability of Members is limited to the amount of the Shares held by them.

The Cavan, Leitrim, and Roscommon Light Railways and Tramway Order, 1884, made by the Lord Lieutenant of Ireland in Council, under the provisions of the Tramways and Public Conveyances (Ireland) Act, 1883, authorizes the Company to construct three Light Railways and one Tramway, called in the Order—

Light Railway No. 1 from Bellinakeel, Co. Cavan, to Ballyconnell Bridge, Co. Leitrim, with a capital of £40,000.

Light Railway No. 2 from Ballyconnell Bridge to Ballyconnell, Co. Leitrim, with a capital of £40,000.

Light Railway No. 3 from Ballyconnell to Dromad, Co. Leitrim, with a capital of £20,000 and

Tramway No. 4 from Ballyconnell to Angora, Co. Roscommon, with a capital of £40,000.

Provision is made in the Order that the Undertakings Nos. 2, 3, and 4 shall be amalgamated as soon as the lines are opened so as to have two capital only—one guaranteed by Co. Cavan and the other by Co. Leitrim.

The capital for Light Railway No. 1 is guaranteed interest at the rate of 5 per cent. per annum, unconditionally, and as presently, from the date when such share is fully paid up, the guarantee being charged upon and payable out of the County Rates of an area in the Co. Cavan the Government valuation of which is £21,955, at three-fourths.

The capital for Light Railways Nos. 2 and 3 and Tramway No. 4 are in like manner guaranteed interest at the rate of 5 per cent. per annum, unconditionally and as presently, out of the Co. rates of an area in the Co. Leitrim the Government valuation of which is £23,400 or thereabouts.

The Grand Jurors of Cavan and Leitrim are, under the Tramways Act and the Order in Council, bound at each Spring and Summer Assizes to present for the amount necessary (with the net earnings when the line is opened), to provide the Guaranteed interest for the Shareholders of the Company, as certified by John Ball Greeno, Esq., D.L., Dublin; R. H. Hughes, Esq., the local Government Auditor, and the County Surveyors for the time being of the Counties of Cavan and Leitrim, who have been appointed the Standing Arbitrators (or Auditors) under the Order, by the Board of Trade, and whose final certificate of the amount of Guaranteed Dividend, up to the 31st October last, was presented for at the last Spring Assizes.

The Treasury are by the Order bound, when the line is open for traffic, and so long as it is maintained in working order and carrying traffic, to repay to the Committee a sum equivalent to one-half of any sum the Committee have to pay to the Company in any half year, after the line has been opened, provided such one-half does not exceed 8 per cent. per annum on the paid-up capital of the Company.

The Lines are on the 3rd gauge, and, as will be seen from the accompanying map, the Railway runs from Bellinakeel, the Branch Terminus of the Great Northern Railway, through the town of Ballyconnell, Ballyconnell, and Mohill to Dromad, on the Midland Great Western Railway, the length being about thirty-three miles. The Tramway (which differs from the Railway only in its lighter construction and limited speed sanctioned) is nearly fifteen miles long and branches off at Ballyconnell, running through the town of Drumahaire, to the coal and iron fields of the Angora Valley.

This large district will thus obtain railway connection with the whole of Ireland, as well as direct communication with the English and Scotch markets through the Ports of Dublin, Dundalk, Greenore, and Belfast.

County Guarantees having been authoritatively generally for limited periods, and subject to contingencies, the Directors of this Company have considered it right to submit the Order in Council—of which a Copy may be seen with the Secretary, Brokers, or Solicitor—to Mr. Henry Fitzgerald, Q.C., for his opinion as to the effect of the Guarantee; and he advises as follows:

"The Guarantee which has been given by the Counties of Cavan and Leitrim is perpetual and unconditional, and accrues to the holder of a fully paid-up share in the particular undertaking a dividend of 5 per cent. upon the guaranteeing becomes from the time at which the Share has become a fully paid-up Share.

The security for the dividend will be (in addition to the net receipts of the undertaking) the guarantee of and charge upon the borrows/which will be recoverable in the manner as any compulsory Payment is now recoverable, and after the undertaking has been completed, and while it is kept open for traffic, 2 per cent. of the dividend will be further secured by the Treasury.

The guarantee will have priority over all rents, charges, and outgoings affecting the lands of the guaranteeing borrows, except quit-rents and drainage charges, to which particular Statutes may have given priority.

(Signed), HENRY FITZGERALD,

69, Merton Square, Dublin.

1st August, 1884."

The guaranteed capital of £202,000 is estimated to represent the total cost of making and equipping the line and Stations. Assuming that the working expenses will be 50 per cent. of the receipts, a gross revenue of £8 per mile per week will cover the guarantee, and the Directors feel justified in believing that the traffic of the line will, at no distant date, exceed the guarantee.

Dividends becoming due on 1st May will be paid on the 1st July, and those due on the 1st November will be paid on the 1st January.

Working plans have been prepared, and the Directors have advertised for Tenders for the construction of the line. The purchase of land is now being proceeded with.

The first issue of Stock was at par, and the applications largely exceeded the amount offered for subscription.

The Directors are now prepared to receive applications for the present issue of 5,000 Shares of £5 each, at a premium of 5 shillings per Share.

Prospectuses and Forms of Application may be obtained from the Secretary, the Brokers, or the Bankers, to either of whom applications should be made on or before Saturday, the 2nd May next, accompanied by a cheque for £1 5s. per Share Deposit.

Each allotment made will be divided as nearly as possible between the Counties of Cavan and Leitrim, in proportion to the capital of each—thus, an allotment of 100 Shares will be distributed, twenty Shares to No. 1 Underlinking, and eighty Shares to No. 2, No. 3, or No. 4 Underlinking.

If an allotment is made, the amount deposited will be returned in full.

The Articles of Association and copy of Order in Council may be seen at the Company's Office.

Company's Office,

11, Dame Street, Dublin.

April 12th, 1885.

†COPY OF ADVISE NOTE REFERRED TO AT PAGE 423.

CAVAN AND LEITRIM RAILWAY COMPANY, LIMITED

ADVISE NOTE FOR COALS.

Bellinamore Station.

30th Day of August, 1908.

To J. O. Lawlor, Esq.

On behalf of the Cavan and Leitrim Railway Company, Limited, I beg to inform you that the following Waggon, viz: Nos 43 and 32, arrived at this Station from Dundalk this day, at ——— o'clock ——— am, loaded with Coals, consigned to you with the undermentioned Charges.

Charges now due						
Railway Carriage, ..	..	..	..	..	..	£ s. d.
Fuel on, ..	..	..	..	..	..	—
Total, ..	..	..	..	..	..	£2 17 6

COPY OF RECEIPT REFERRED TO.

†CAVAN AND LEITRIM RAILWAY COMPANY, LIMITED

J. O. Lawlor, Esq.

Bellinamore Station,

31st day of August, 1908.

TO THE CAVAN AND LEITRIM RAILWAY COMPANY, LIMITED.

For Carriage of Goods as under, on the conditions stated on the back hereof.

Date.	Invoice No.	Station.	Description of Goods.	Total.
28	2	Dundalk, .. ..	Coal, .. ..	£ s. d. 2 17 6

Received the amount above stated, £2 17s. 6d. (1d. Stamp) Paid. 31-8-08.

M. B. O'Grady, Agent.

31st day of August, 1908.

†COPIES OF ADVISE NOTES (4) REFERRED TO AT PAGE 423.

I

— GREAT NORTHERN RAILWAY COMPANY (IRELAND).

ADVISE NOTE FOR WHARF TRAFFIC.

This 12 day of 10, 1908.

Belharbet Station,

Notice posted at noon.

To Messrs. Woodhouse Bros., Belharbet.

On behalf of the Great Northern Railway Company (Ireland), I beg to inform you that the following Waggon, viz, Nos. 2827 and 2036, have arrived at this Station from NAWY A.B. (Mr. Leonard) loaded with Coal consigned to you, with the undermentioned Charges.

CHARGES NOW DUE.

9, 10, 2, 9 at 5s. 6d.	Railway Carriage, ..	..	£	:	:
	Fuel on ..	..	£	:	:
	Total ..	..	..	..	..

J. Ryan

B.L.E.

For the Great Northern Railway Company, Ireland.

## II.

## GREAT NORTHERN RAILWAY COMPANY (IRELAND).

## ADVISE NOTE FOR MINERAL TRAFFIC.

Belsham Station. Notice posted at noon.

This 5 day of 11, 1906.

To Mr. T. A. Maxwell.

On behalf of the Great Northern Railway Company (Ireland), I beg to inform you that the following Waggon, viz., Nos. 3333, have arrived at this Station from Queensbridge loaded with Coal consigned to you, with the undermentioned charges.

## CHARGES NOW DUE.

6 4 0 0 at 6d.	Railway Carriage,	.. £	s/6	
	Paid on, .. ..	.. £	1	:
	Total, .. ..	.. £	7	:

J. Ryan.

B.J.K.

For the Great Northern Railway Company (Ireland).

## III.

## GREAT NORTHERN RAILWAY COMPANY (IRELAND).

## ADVISE NOTE FOR MINERAL TRAFFIC.

Newbliss Station. Notice posted at 6 p.m.

This 6th day of Sept., 1907.

Gorey

To Sir W. T. Power, Asansaherry.

On behalf of the Great Northern Railway Company (Ireland), I beg to advise you that the following Waggon, viz., Nos. 4550 have arrived at this Station from Dandalk loaded with Coal consigned to you, with the undermentioned charges.

## CHARGES NOW DUE.

Tons c.				
7 10 0 0 at 3s. 8d.	..	£	7s.	6d.
	Paid			

## IV.

## MIDLAND GREAT WESTERN RAILWAY OF IRELAND.

Ballyedlin Station. 7th day of November, 1908.

## ADVISE OF GOODS.

Mrs. D. Thompson.

The under-mentioned Goods consigned to you, on the Conditions mentioned on the back hereof having arrived at this Station, I shall thank you to have them removed, as they remain here to your order, and will, after the tenant, as defined in condition 4, be held by the Company, not in common carriage, but as Warehousemen,—at owner's sole risk and subject to the usual storage, warehouse, demurrage, or wharfage charges, in addition to the charges now advised.

In the case of Grain, Timber, Coal, or other Traffic carried at rates not including unloading, consignees will be liable to damage on Waggon at the rate of 3s. per day, or part of a day, if delayed beyond 48 hours after arrival.

When you send for the Goods, please to send this Note, and fill up the Order for Delivery at Foot.

Reference.	Name of Sender.	Station from.	Description of Goods.	Weight.	Paid on.	Total.
48	D.G.L.S. Co.,	North Wall	20 B's Coke.	1 Ton.	—	£ 4. 8 9
					Freight,	1
						£ 10

Paid, D. Crowley.

Dated the 7th day of November, 1906

COPY OF POSTER REFERRED TO AT PAGE 434.

## CAVAN AND LESTRIM RAILWAY COMPANY, LIMITED.

## TRAIN ALTERNATIONS FOR NOVEMBER.

Consequent on Board of Trade requirements, and also on Alteration in Great Northern Railway Train Working, the following Train, etc. changes, will take effect.

## ON AND FROM 1st NOVEMBER, 1906.

The Train now leaving Droghda, at 7.35 a.m., will be accelerated, arriving in Belsham at 8.30 a.m. The Train will not stop at Droghda, Roskerry, or Ballyhealy.

The Train leaving Droghda at 12.45 p.m. will leave at 1 p.m., and will be due in Belsham at 3.22 p.m.

The Train starting from Droghda at 5.45 p.m. will leave at 5.45 p.m., arriving in Belsham at 1.57 p.m. The Train will not stop at Ballyhealy or Torkin Road.

The Train leaving Belsham at 8.15 a.m. will start at 8.10 a.m., arriving in Droghda at 10.33 a.m. This Train will not stop at Torkin Road, Ballyhealy, or Droghda.

The Train leaving Belsham at 12.50 p.m. will start at 1 p.m.; arriving in Droghda at 3.20 p.m.

The Train leaving Belsham at 6.30 p.m. will start at 6.35 p.m., arriving in Droghda at same hour as at present. The Train will not stop at Roskerry.

The Train leaving Arigna at 7.10 a.m. will be discontinued as between Arigna and Drumshanbo. A Train will leave Drumshanbo at 7.15 a.m., arriving in Ballinamore at 8.24 a.m.  
 The Train leaving Arigna at 12.15 p.m. will start at 12.50 p.m., and be due to arrive in Ballinamore at 2 p.m.  
 The Train now starting from Arigna at 4.30 p.m. will leave at 4.30 p.m., arriving in Ballinamore at 5.07 p.m.  
 The Train leaving Ballinamore at 10 a.m. will leave at 10.34 a.m., arriving in Arigna at 11.51 a.m.  
 The Train leaving Ballinamore at 2.25 p.m. will start at 2.30 p.m., arriving in Arigna at 4.0 p.m.  
 The Train leaving Ballinamore at 7.55 p.m. will leave at 8 p.m., arriving in Drumshanbo at 9.5 p.m.  
 The following Flag Stations will be closed for Goods and Mineral Traffic, viz., Lough Road, Ballyweddy, Garadine, and Loughdale.

For further particulars see Time Tables, or apply to Station Masters.

W. H. MADDOX, Traffic Manager.

Ballinamore, October 13th, 1906.

**\*\*COPY OF THE RATE DOCKET REFERRED TO AT PAGE 437.**

**GENERAL DISTRICT POOR RATE FOR THE YEAR ENDING 31st MARCH, 1906.**

		Rates in the Pound in respect of the following charges:			
		County.	Union.	District.	Total.
Landed as other Hereditaments, ..		s. d.	s. d.	s. d.	s. d.
Deduced in respect of the Agricultural Grant, ..		1 8	1 7	1 10	5 1
Difference, being rates levied on agricultural land, ..		0 5	0 10	0 6	1 6
		1 3	0 9	1 4	3 4
Other Hereditaments and Agricultural Land. Standard Rate in the Pound.		Details of Consolidated Rate for separate charges			
Poor Rate.	County Cons.				
s. d.	s. d.				
1 8½	1 10½	Caran and Loughan Railway Guarantee, .. Pence.			
		Total, ..			
		12			
		12			

**††COPY OF LETTER REFERRED TO AT PAGE 437.**

18 Donegan's Square, North, Belfast.

18th September, 1906.

DEAR SIR,

We thank you for enquiry, and can offer you 2,000 tons of our best Scotch Steam Coal for Locomotives at 11s. per ton, nett, free on rail at Quay, Belfast, in lots as required, over one year from date, Strikes excepted.

Great Northern Railway rates are:—

To Belahob, .. ..	6s. 6d. per ton.
To Ballymacall, .. ..	7s. 6d. ..
To Ballinamore, .. ..	8s. 6d. ..

Yours Truly,

For JOHN WHELAN & Co., Limited.

(Signed) J. M. Whelan.

J. O'Connell Lawder, Esq., D.L., Ballinamore.

## VII.

COMMENTS by Mr. P. GANNON, Representative of Ballinamore Rural District Council

REV. J. G. DUGGES'S EVIDENCE.	MR. GANNON'S COMMENTS.	REV. J. G. DUGGES'S REPLY.
	<p>I beg to submit the following comments on the evidence of the Rev. J. G. Dugges re Cavan and Leitrim Railway —</p> <p>I hope to be pardoned for reminding the Commission of the circumstances under which my former evidence was given, when I was subjected to such incessant interruptions from the officials of the C. and L. Railway, that Lord Purie was forced to remark: "Really I must protest against the interruption of the witness." (Vide Minutes, 60323a.)</p> <p>In consequence, the justice which prompts the Commission to give me this opportunity is gratifying to me as well as to those on whose behalf I have given evidence.</p>	<p>* * * * *</p> <p>* * * * *</p>
		<p>* * * * * Subsequent to his evidence before the Commission, the subject of the audit and auditor came before the elected representatives of ratepayers at a meeting of the Carrick-on-Shannon No. 1 District Council, held on January 8, 1900, when the following resolution was adopted. (See Leitrim Observer of January 9, 1900.) —</p> <p>"That we, the Carrick-on-Shannon No. 1 Rural District Council, request the Joint Committee to insist on having a proper auditor appointed who will discharge his duties in the interests of the ratepayers living in the guano-tipping area. A deputation from the C.I.L. of this town went to a meeting in Ballinamore in order to meet Mr. Gannon face to face, and in order to get from him an explanation as to why he made no audit, and as to why he made a statement saying he found the accounts correct and well kept, although he guile the people when he comes home by telling them he was refused the minute book. Why did he not refuse to certify the accounts until he got this minute book, if he was entitled to get it, or after some protest, in order that our directors would insist on having this minute book produced."</p> <p>* * * * *</p> <p>* * * * *</p>
	<p>The Rev. Mr. Dugges, in his defence of the Cavan and Leitrim Railway, adopts the lawyer-like tactics of abusing the witnesses on the other side. This in itself would go to prove that he has a very bad case. His personal reference to me, in which he was not above stooping to add insult to injury, I shall ask to explain in detail, meet with the view of showing the standard of veracity Mr. Dugges can reach when on any personal grounds.</p>	<p>* * * * * The proof of evidence submitted to the Commission on behalf of this company was not the evidence of the Rev. J. G. Dugges alone, but of all the eight directors representing the company, by whom it was prepared, adopted, and signed.</p> <p>I repudiate the suggestion that I have offered insults to Mr. Gannon in the course of my evidence. I should be sorry to do so. Reference to my evidence will show that I have done nothing of the kind.</p>
<p>52665. Mr. SEXTON.—May I say this with regard to Father Gray the first question put to him was—"I think you appear on behalf of the Leitrim County Council?"—(A.) Yes. (Q.) Have you been deputed to come here by the County Council?</p>	<p>In making these statements Mr. Dugges must have thought that "he laughs best who laughs last," and that I would not get an opportunity of contradicting these as well as many others of his groundless statements.</p>	

REV. J. G. DUGGES'S EVIDENCE.	MR. GANNON'S COMMENTS.	REV. J. G. DUGGES'S REPLY.
<p>all?—(d.) Yes?" The act of the Council was a month later. With respect to Mr. Gannon's claim to visit stations, there is no sincerity behind this claim, but I think I may submit to this Commission that there is a certain amount of amusement to be derived from it. Mr. Gannon was one of the Company's stationmasters, and was dismissed in August, 1907, for "disobedience of orders and unsatisfactory working." He has a grievance. He is a small farmer, and a relieving officer, whose qualifications as an auditor are unknown to the Board. Appointed by a barony to audit the accounts at a fee of £5 8s., he now holds appointments for three baronies, thus becoming entitled to £9 6s. for the same work. It may interest the Commission to know how this gentleman performs his duties as a baronial auditor. He attended at the company's offices at Dublin—</p>	<p>The following facts and extracts of letters will prove the part Mr. Dugges played in regard to my dismissal.</p> <p>I began learning railway work in its various branches (including telegraphy) in November, 1889, and in the following May I was appointed stationmaster. I was then informed that if I discharged my duties efficiently I would be promoted in twelve months. I was promoted as promised. Inside the next eighteen months I was further promoted, which was, I believe, a record of promotion and advancement. Yet, Mr. Dugges says I was dismissed for inefficiency and unsatisfactory working, and that I "have a grievance." I shall be able to prove that it was Mr. Dugges and his friends who had their grievance then, and as a result they made my very existence as an official intolerable.</p>	<p>* * * * *</p>
<p>I was then the only official employed in any position of responsibility connected with the railway, and seeing the people deceived and the line mismanaged, with favoritism the order of the day, I expressed the opinion that the railway as then managed "could never pay." This treasonable utterance fairly got to the ears of Mr. Dugges and Mr. Macdonald, who were then and are still recognized as the railway board, with the result that the climate in my vicinity "grew very hot." I then learned that nothing I did was right, and with my previous record of promotion behind me, I found it impossible to please. Every petty tyranny was resorted to. I was fired for the faults of the posters under me, and still Mr. Dugges was, as I can prove, behind all this. Here is a sample of the means used to make it hot for me, as the following letter will show—</p>	<p>I have never heard of this sage expression of opinion before as emanating from Mr. Gannon. He was dismissed, not for any expression of opinion as to the prospects of the line, but for "disobedience to orders and unsatisfactory working," as shown by the minute quoted above.</p>	<p>In the evidence submitted on behalf of the company (32644) the objection of the directors to give Mr. Gannon a "serving commission" to visit the stations was explained on the ground (among others) that "he had been dismissed from the service for disobedience to orders and unsatisfactory working. As Mr. Gannon disputes the accuracy of this, I now supply the Commission with the extract from the minutes of the directors referred to—</p>
<p>"May, 1890. To the Stationmaster, Belkurbet.</p> <p>"On Tuesday last you were notified on duty without your uniform cap. You have frequently been warned on this point, and you must now enter a fine of 2s. 6d. against yourself for neglecting to carry out your orders on the occasion in question. (Signed), W. H. Macdonald."</p>	<p>That is only one method of dealing with a man who might know too much about the company, which can be judge, jury, and witness against him.</p>	<p>Extract from the Minutes of August 31, 1897.</p>

REV. J. G. DUGGES'S EVIDENCE.	MR. GANNON'S COMMENTS.	REV. J. G. DUGGES'S REPLY.
	<p>As can be seen, I was tried and sentenced without the decency of being allowed to admit, deny, or explain. But the strongest part of the story is that it was the Rev. Mr. Dugges who gave the information. This uniform cap was seldom worn by any of the stationmasters along the line, and very rarely at the headquarters station, under the manager's eyes, but at that time Mr. Dugges "had his grievance."</p> <p>I am aware this is extraneous matter for a Commission, but I could not fail to observe that the Chairman was powerless to stop Mr. Dugges in making an attack on me, which, I submit, was untrue and unjustifiably. I, therefore, claim the right to clear it up, and show that it was Mr. Dugges who was prejudiced, and "had his grievance," and that he is now making a futile attempt to add insult to injury.</p> <p>The following incident will show Mr. Dugges in his masked attention to me:—</p> <p>During an annual inspection of the line by the directors I noticed a horse box on a siding at my station, and seeing the door open, I hurried to close it, fearing another fire; but on looking in I saw the boots of a man extending himself from the inner window, where he had been examining the horse staff with lighted matches. The gentleman turned out to be the Rev. J. G. Dugges, M.A.</p> <p>If the question of inefficiency was at all admissible, does it not look strange to find it necessary for Mr. Dugges to be so keen on the secret in my case, which occurred in no other?</p> <p>Thus far I have laboured this question to show that when Mr. Dugges is inaccurate in this instance, his further evidence must be equally unreliable. In September, 1897, I got notice which simply said "that after fourteen days from this date, your services shall be no longer required."</p> <p>On the 10th of some month I sent the following reply, which, being written at the time must convince anyone that Mr. Dugges's story regarding my dismissal is untrue:—</p> <p>" Belfast, 10th. Sept., 1897.</p> <p>" Sir,—I have been waiting since the 1st inst., expecting to get some idea of what caused my dismissal, but I have not been given even that small satisfaction. I know the company has the right to dispense with any man's services, but you are aware that stop is never taken without cause. You are also aware that my returns are kept right, seeing that they have not been checked once in four years, and as for the general station duty, it was never done better, as there has not been a complaint for over twelve months. I would also wish to point out that during my four years at the station there have been less accidents than in any single year previous.</p>	<p>* * * * *</p> <p>No such incident ever occurred.</p>



## REV. J. G. DUGGES'S EVIDENCE.

## MR. GANSON'S COMMENTS.

## REV. J. G. DUGGES'S REPLY.

Under these circumstances, I would like to know why I am dismissed without any charge being preferred against me.

Your obedient servant,

(Signed), P. GANSON.

To W. H. MacAdoo, Esq."

The above letter received no reply, and I shall not trespass further with this question, which gives me more pleasure to clear up in the public interest than in my own.

Now, there is nobody connected with the C. and L. Railway known more about the routine and details than Mr. Digges, and I say that he cannot fail to know that for years Mr. MacNulty did check and examine the accounts on the line, and I might suggest that if the Commission takes the statement of Mr. Digges seriously (which is not done in Leitrim), they can test his evidence on this point by referring the matter to Mr. MacNulty.

Yes, there has always been an assistant manager. When Mr. Broughan was manager Mr. MacAdoo was called the assistant manager, and I submit that the salary on this small petty line does not decide the name of the position. But quite apart from names, the points we want to emphasise are, "that owing to the connection with the Mining Company, two men are employed to do one man's work. That the manager, who is paid out of the rates, spends much the greater part of his time in the service of the Arigna Mining Company."

Father Gray referred to the fact that the manager spent much time lecturing on the merits of Arigna coal. That point was not disputed by either the manager or Mr. Digges, and I may refer the Commission to a lecture given by the manager in Dublin, which is reported in *Freeman's Journal* of 3rd December last.

This statement contains the key to the whole question. Mr. MacAdoo, who is paid for his whole time by the ratepayers, can in his "spare time" "save the situation," which an independent secretary acting all his time failed to do.

This is strange, but nevertheless true, and for once I agree with Mr. Digges that Mr. MacAdoo is bolstering up the Arigna Mining Company at the expense of the C. and L. Railway Company. Just a few cases in point. I have known many railway officials sent to the various towns canvassing for the sale of coal. Some of the officials are agents, and sell this coal on the railway premises.

\* \* \* \* \*

In my evidence I have given an illustration of this, where the man-

We adhere to our evidence on this point. There is no "assistant manager." The remainder of this paragraph is equally inaccurate.

\* \* \* \* \*

This oft-disputed accusation was dealt with fully in the company's

52622. I understand that when Mr. MacNulty was secretary of this line he used to examine the station accounts?—No; that is quite wrong.

52625. As a matter of internal economy, is there no other department to examine the traffic accounts except the traffic department itself?—No; there is no other department which could do it with the same facilities. But, further, I cannot accept Mr. Scobie's interpretation of Father Gray's remark. It is not merely a question between Father Gray and me as to what is the proper title to give an official—that I call him a Chief Clerk, and Father Gray calls him an Assistant Traffic Manager.

52630. Cheesman.—You have perfectly explained it. You wish to give an accurate return of the receipts, and show all the traffic earned on the railway?—Yes. Further, it is still more necessary in our case, in order to provide for a just division of expenses as between the two counties, Leitrim and Cavan. We have ratepayers in Cavan who are paying less than 3d. in the pound, and in Leitrim the ratepayers have to pay something like 11d. in the pound. There was another matter on which a good deal was said, and that was Mr. MacAdoo's position. With respect to the position of Mr. MacAdoo as manager of the railway and secretary of the Mining Company, a great many complaints have been made. We have already given the Commission a true description of the circumstances in which Mr. MacAdoo's appointment as secretary of the Mining Company took place. Dealing with Mr. Lawder's

REV. J. G. DIGGES'S EVIDENCE.	MR. GANNON'S COMMENTS.	REV. J. G. DIGGES'S REPLY.
<p>evidence upon this point, it cannot be overlooked that it was when under Mr. Lawder's management the Mining Company had become practically bankrupt. Mr. MacAdoo volunteered to save the situation in the interests of the railway, and that he succeeded. Mr. Lawder, as an ex-official, who left the Arigna Company only when they could no longer pay him salary, and left the railway only when it became necessary to reduce his salary, complains (question 24319) that Mr. MacAdoo's position "is not in the interests of the local people," and adds (question 24320) "he would prefer that those two appointments should be held separately." This comes, curiously enough, from the gentleman who held appointments in both companies simultaneously at a united salary of £200 per annum, and held them so long as there was money forthcoming to pay his salaries, and probably then believed that it was "in the interests of the local people" that he should do so. According to Father Gray (question 25401) this is another of the points which "stunned" Mr. Bryce, the then Chief Secretary. That is not to be wondered at if it was presented to Mr. Bryce as it has been presented to this Commission by Father Gray, who stated (question 20456) that Mr. MacAdoo's connection with the Mining Company has required the appointment of "an assistant traffic manager at £104." Mr. Smyth (question 30811) adopted Father Gray's words, and made the same complaint. There is no truth whatever in the statement. There is no assistant traffic manager. The staff of the traffic manager's office consists of one head clerk and one junior clerk, who are paid £110 and £65 per annum respectively. The junior clerk does most of the clerical office work. The head clerk attends to important correspondence, visits stations and inspects the accounts, and also attends the fair arrangements for traffic. It would be impossible to reduce this staff even if the manager had no connection with the Arigna Mining Company. Mr. Martin (question 30945-7) went so far as to state that Mr. MacAdoo is a farmer, and employs, in attending to his farm, time for which he is paid as manager of the railway. This statement is a misrepresentation of facts. Mr. MacAdoo devotes no time to farming.</p>	<p>ger with a special train and a staff of men, all under pay from the railway, were working for the Mining Company, and this special train was never charged.</p>	<p>evidence (32029), and the return of charges for this train, which was exhibited to Mr. Gannon at his audit, was handed in to the Commission, and the Chairman of the Commission remarked (32432):—"You have completely answered that."</p>
<p>25629. That is a complaint which ought to be answered?—It is, of course, seeing that the ratepayers should have proper supervision over our accounts. That supervision has been provided for by the appointment of borough auditors, and Mr. Gannon is one of those borough auditors. It has been stated by Father Gray (questions 25435-25576, 25577) that "the 18th section of the Order in Council gives the auditor plenary power to look up the accounts at local stations," and that "he had been prevented." Mr. Smyth (questions 30478-81) repeated the statement. Mr. Gannon (ques-</p>	<p>What I complained of was that there was no account of the special train, that it was working for the Mining Company, in which Mr. Digges is a shareholder, and that it was never charged; and I say also that the invoices handed in by Mr. Digges have no connection with the special train whatever.</p> <p>We, therefore, hold that the ratepayers are subsidising the Mining Company as well as the railway, and we are not surprised that this Mining Company, which was almost bankrupt, can now pay two bonuses of 50 per cent., which is contributed by a blood tax on the pocket of a poor people.</p>	<p>* * * * *</p> <p>* * * * *</p> <p>* * * * *</p> <p>The ratepayers have directors and auditors to protect them from any such inquiry as that suggested.</p>

REV. J. G. DUGGES'S EVIDENCE.	MR. GANNON'S COMMENTS.	REV. J. G. DUGGES'S REPLY.
<p>tion 40330), stated that at his audit "anything offered to him is all that he can see." He adds (40334): "They refuse us access to their books." He repeated (question 40338) that "he had not got everything he asked for," and instanced the return for the "special lay train" dealt with before. One of the Commissioners pointed out (question 30553) that Mr. Smyth's evidence was that "the auditor was absolutely refused the books"; and that being so, "the County Council should not have paid the levy." The facts are—(1) The return which Mr. Gannon stated was refused to him was actually submitted to him, and is here put in. (2) Mr. Gannon, at his audit, asked for nothing that was not shown him. (3) He has not been refused access to the company's books and accounts, but only access to the company's station offices. At the termination of his audit, he, with the other baronial auditor, signed the following certificate:—"We certify the accounts for the year ending 1st November, 1906, to be correct. Signed, P. Gannon, Baronial Auditor for County Leitrim, John Prior, Baronial Auditor for County Cavan. 18th April, 1907." Had the books and accounts necessary to the audit been withheld, as alleged, that certificate could not have been signed. Further, in the report of the audit presented by Mr. Gannon's colleague, Mr. Prior, to the County Council of Cavan, on April 18th, 1907, the auditor declares:—"I have found the accounts correct, vouchers being produced for each item of expenditure. The accounts of this railway company appear to be kept in a careful, correct, and satisfactory manner." This report of the same audit, conducted jointly by the two auditors, must be set against Mr. Gannon's statements to the Commission. (4) The Order in Council does not confer any powers whatever upon the auditors to "look up the accounts of local stations."</p>	<p>Mr. Digges thinks the ratepayers will suffer by the rejection of the proposed extensions.</p> <p>I don't expect the Commission to be impressed by this statement as to political reasons, except by its utter simplicity. I will endeavor to recall some of the promises held out to the ratepayers, which were never redeemed, and which very materially caused their rejection.</p> <p>1st. According to the provincial pamphlet we were to get cheap coal, and I find that in 1899 the price of coal was 10s. 6d. per ton, and Mr. Digges, in his evidence, admits it is now 16s. 2d. That was one betrayal.</p> <p>2nd. According to the same pamphlet, the railway rate was never to exceed 4d. in the pound, and, having to pay 1s. 11d., we consider that another betrayal.</p> <p>3rd. The Order in Council makes no provision for shareholders' directors, while provision is made for baronial directors, giving colour to</p>	<p>1st. It is still the cheapest coal that can be procured.</p> <p>* * * * *</p> <p>2nd. Mr. Lawder's pamphlet made no such promise.</p> <p>* * * * *</p>

REV. J. G. DUGGES'S EVIDENCE.	MR. GANNON'S COMMENTS.	REV. J. G. DUGGES'S REPLY.
<p>plain that the opposition to the scheme was of a political nature, directed against the directors and shareholders of the mining company, who were described as 'the enemies of the people.'"</p>	<p>the belief that the bonuses would have control. In this we have again been deceived.</p> <p>4th. Mr. Dugges made a great speech before the Leitrim County Council in favour of the scheme.</p>	<p>One result of the "great speech" was that Mr. Gannon and his friends were defeated, and the County Council adopted my views, and passed another resolution in favour of the extensions scheme!</p> <p>It was quite true that I held no brief for the Arigna Company. My object was to increase the earnings of the railway by the extensions, and to relieve the ratepayers. My interest in the Arigna Company has never exceeded £40, i.e., four shares of £10 each.</p>
<p>* * * * *</p>	<p>* * * * *</p>	<p>* * * * *</p>
<p>34th. The extra coal traffic to be obtained as a result of the extensions would be liable to be carried without being charged, same as the "hay special" to which I referred. These facts did not impress the ratepayers in favour of taking any further risks with the faithless and deceptive company.</p> <p>Mr. Dugges claimed that the extra mineral traffic to be gained as a result of the extension to Arigna would be a powerful asset to the railway company. But the past and present practical working of the Mining Company proves that no such result would be achieved.</p>	<p>34th. The extra coal traffic to be obtained as a result of the extensions would be liable to be carried without being charged, same as the "hay special" to which I referred. These facts did not impress the ratepayers in favour of taking any further risks with the faithless and deceptive company.</p> <p>Mr. Dugges claimed that the extra mineral traffic to be gained as a result of the extension to Arigna would be a powerful asset to the railway company. But the past and present practical working of the Mining Company proves that no such result would be achieved.</p>	<p>56th. This is untrue. Neither hay nor coal has ever been carried for the Arigna Company without being charged.</p> <p>Thus also is untrue. 56,829 tons of coal alone have been carried and charged in eight years. See the company's evidence (32605-32609).</p>
<p>32570. Chairman—It was the net result he meant. Now we will pass on to the other question. I do not think we attach much importance to that?—Much emphasis has been laid by the witnesses upon the connection of the Owen and Leitrim Railway Company with the Arigna Mining Company, and it has been distinctly suggested not only that the connection is undesirable, but that it is responsible for gross irregularities, and even for malpractices. Mr. Lawder, at question 24394 to 24397, states that a guarantee was given to the ratepayers that they would be able to have cheap coal, and that the ratepayers undertook their liability upon that promise. Further, at question 24421, reports the statement, and at question 24424 adds that "the promise was made verbally and in writing in the pamphlet, which could be produced." Both witnesses complain that the promises have been broken. It is quite untrue to say that any such promise was given by the promoters or by anyone with their authority. The promoters were not in a position to make a promise of the kind; they had no coal mines, and no means of procuring cheap coal for themselves or for anyone else. The Arigna Mining Company was not then in existence. Even in Mr. Lawder's pamphlet no such promise is included, although he suggested to the contrary when giving his evidence. But if such a promise had been made it has been realised. The making of the line has enabled the public in the districts to procure coal much cheaper than they otherwise could have done, and has free-</p>	<p>I have already shown that it is the complete use of our guaranteed railway which has "saved the situation" for the Arigna Mining Company, and not the personality of Mr. MacLellan.</p> <p>With reference to the promise of cheap coal being realised, I beg to enclose a bill for coal dated 15th April, 1889.* This bill is addressed to the Rev. J. G. Dugges, and is for five tons coal at 10s. 6d. per ton. Now, in Mr. Dugges's evidence he states the present price of coal is 16s. 2d. per ton, and yet tells the Commission that the promise of cheap coal has been realised, although it went up in price over 50 per cent.</p> <p>I fancy this should be conclusive evidence on that point.</p>	<p>This "bill for coal" has, I assume, been procured from Mr. J. O. Lawder, of Loughrath, and is intended to support the allegation made by him and by Mr. Gannon to the effect that a "promise of cheap coal" has not been realised. The contention of these gentlemen is based upon (1) a manifest fallacy, and (2) a palpable misstatement of facts.</p> <p>1. That the price of coal has advanced from 10s. 6d. in 1889 to 16s. 2d. in 1906 had already been explained to the Commission in our evidence, and in our Return No. 3; but it is no proof whatever that the coal at the latter price is not "cheap coal." We showed the Commission (No. 32572) that "the lowest tender from any source other than the Arigna Mining Company was 20s. 9d. per ton, and that the Arigna Mining Company's tender at 14s. 2d. was accepted."</p> <p>2. It is untrue to state that the Arigna Mining Company's price is 16s. 2d. The "bill for coal" exhibited by Mr. Gannon is at 10s. 6d. t.o.r. in 1889, and the price with which he proposes to compare it is not 16s. 2d., but 14s. 2d. t.o.r. It does not strengthen his case to eliminate the freight in one instance, and include it in the other.</p> <p>But, in this connection, the facts which are of real importance are, that as we have already shown (No. 32570), no "promise of cheap coal" was ever given on authority—not even on the authority of Mr. Lawder's pamphlet, and that, if it had been given, it has been fully realised. Further, we have shown that in 1889, the Arigna Mining Company, under Mr. Lawder's Managing</p>

\* See page 453.

REV. J. G. DUGGES'S EVIDENCE.	MR. GANNON'S COMMENTS.	REV. J. G. DUGGES'S REPLY.
<p>tered the establishment of local industries. For example, the McNeill Dairy Society, Limited, which in 1907 manufactured and sold £9,225 worth of butter, procured all their fuel during that year from the Arigna Mining Company, and made their turnover of £9,225 with an expenditure for coal of only £18 15s., while districts situated outside the district served by the line have expended upon fuel, in proportion to their turnover, a sum six times as large. One of these within my own memory at the moment had a strike turnover, and their expenditure was £120, as against the expenditure of £18.</p>		<p>Directorship, supplied the railway at 10s. 6d. per ton, they increased their price to 12s. in the same year, and to 17s. 6d., and even 20s. per ton in 1896, still under Mr. Lauder's managing directorship, and were practically bankrupt when, upon his withdrawal, Mr. MacAdoo succeeded him, and at once reduced the price to 15s., and to 10s. 6d. in 1897. We refer the Commission to Return No. 3 for the prices paid for coal from 1885 to 1908, and to our evidence (Nos. 22081-22617) for details of the company's trading with the Arigna Mining Company.</p>
(See 23650 above).	<p>As to the fostering of local industries, it is a regrettable fact that since Mr. MacAdoo began "serving the situation" for the Arigna Mines several small mine owners have been wiped out, and the only industry to gain by the railway is the Arigna Mining Company, to whom the extension would give a complete monopoly of the mining industry in that district. Instead of fostering industry, these two joint companies have done much to kill the coal mining competition as well as wiping out the smaller owners. I submit the following case in point. I have the authority of a shareholder in the mines, which is corroborated by an ex-official of the railway, for stating that "an arrangement or deal" has been made with a certain mine owner whereby the Arigna Company paid the owner £250 on condition that he did not in certain contracts oppose or compete with them.</p> <p>It is a noticeable fact that this mine owner did prior to this arrangement out-contrast this company, but he has not done so since. This is the company which fosters Irish industry by paying its shareholders 100 per cent. in bonuses. In order to kill every vestige of competition, they started to promote an extension of the line to their pits, the Roskilly scheme being a "mere blind."</p>	<p>* * * * *</p> <p>I have no knowledge of any such transaction</p> <p>* * * * *</p>
	<p>* * * * *</p> <p>In Mr. Dugges's evidence he refers to "Mr. Dugges's book" as some serious instances for what he calls "the real facts."</p>	<p>* * * * *</p> <p>No attempt has been made to reply to that pamphlet nor to disprove its statements of fact, to all of which I adhere.</p>
	<p>* * * * *</p>	<p>* * * * *</p>

## REV. J. G. DUGGES'S EVIDENCE.

## MR. GANWON'S COMMENTS.

## REV. J. G. DUGGES'S REPLY.

(Q. 52629, see above.)

What I complained of was that I asked for a return of a special train running on a certain 15th August. There was no return of the train whatever, though Mr. Digges insists in a return which purports to be a return for this special train. This train was with the manager and a staff of railway men catering for Mr. Digges's "pet," the Mining Company, and was never charged. I also asked for a return of old sleepers sold to the public, and on this return I found there was no account of some sleepers which I knew to be sold and paid for.

We, therefore, think that it is quite rational under these business conditions to find the Mining Company paying 100 per cent. at intervals, and 5 per cent. dividend as well, while the ratepayers have to foot the bill no matter how high the railway rate or how absurd the management.

In my former evidence I referred to where the company carried five head of cattle for a favoured customer, and charged him only 7s. 6d., or 1s. 6d. per head; another customer had three head carried same journey, and was charged 9s. 4d., or over 3s. 1d. per head. I am surprised that Mr. Digges did not ask to deny this, for the case mentioned does not by any means stand alone.

I don't pretend to be held responsible for Mr. Pinn's reports.

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It so happens that I am the first auditor who has any railway training. I am also the first auditor to find any fault with the working of the concern, and very naturally I am the first to be attacked by Mr. Digges and Co.

Mr. Digges tries to create the impression that the office costs no more. The directors receive no expenses attending meetings in Ballinacorney, but they are paid in connection with the Dublin meetings. They are so economical that they actually charge the ratepayers for driving their own horses to the nearest station. These expenses incidental to the Dublin office I put down at £260 yearly. There are also special trains run to accommodate directors. This item being like the hay special, "not charged," I shall approximate at £30, would make a total of £270 for the convenience and economy of the office in College Green.

52678. And the amount by which the profits of the half-year fell short of the allocation to reserve had to be added to the levy?—Exactly; that is quite obvious. I suppose I may now pass from the reserve fund to "maintenance of offices in Dublin." Mr. Lawder (26315) raised this question; and Father Gray (26439) said that this was a case of "monstrous and wilful extravagance"; that (26503) "It represents a loss of £200 a year," and that a great saving would be made if the offices were removed to Ballinacorney. Mr. Smyth (26461) raised the alleged loss to £300 a year. The fact is that, for from costing £260 or £300 a year, the rent of the Dublin offices amounts to only £40 per annum. That £40 would not be saved were the Dublin offices removed to Ballinacorney; for at Ballinacorney there is no accommodation whatever for additional staff, and such accommodation would have to be provided, involving a

This \* \* \* \* \* has been referred \* \* \* See above.

This particular charge was left to be dealt with by the manager, and it was dealt with by him in his evidence.

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We have supplied the figures in our evidence, and we adhere to what we have there stated. They are strictly accurate. No director received fees for attending meetings of the Board and Committees whether in Dublin or Ballinacorney.

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REV. J. G. DODGE'S EVIDENCE.	MR. GANNON'S COMMENTS.	REV. J. G. DODGE'S REPLY.
<p>perpetual charge of 5 per cent. upon the capital expenditure thereon. Moreover, the total salaries of the three clerks in Dublin amount to only £130 per annum. Those clerks could not be employed at Ballinamore at anything like that sum. The lowest salaries paid to the three clerks at Ballinamore amount at present to £225 4s. Estimates of the cost of maintaining the office in Dublin have been prepared from time to time, and the County Council of Leitrim were invited to appoint a deputation to examine those estimates; but the invitation was not accepted. Mr. Lawder stated (24812) that the Dublin office expenses are not shown in the half-yearly accounts. Here, again, Mr. Lawder has misled the Commission. They are included in the half-yearly accounts under the head of "general charges," as all such charges are in the accounts of every other railway company in the United Kingdom. As it is so generally known that the form of railway accounts is prescribed by Act of Parliament, and cannot be departed from, the objections raised by Mr. Lawder and by other witnesses to the form in which the Caran and Leitrim Railway accounts are presented can be taken only as an indication of the hostility which has searched everywhere for opportunity to complain.</p>		
<p>22664. Mr. Sexton.—It seems to me strange not to allow an auditor to see whatever he asks for in commercial affairs?—I am quite certain that our railway board would not oppose Mr. Gannon's looking up any particular matter at a station; but what he claimed was a roving commission to go round our stations at any time he wished. While on this subject, I want to call the attention of the Commission to what we say in reply to Mr. Gannon's supplementary evidence. He sent in some evidence to be added to the Appendix on the question of directors' fees. We have already answered that, and I need not refer to it further; but he also raised the question of the Dublin office, and we reply to that under Section VI. He made a complaint here about Press passes, and said we were giving passes to representatives of the Press, which ought not to be done. There is nothing wrong in this, as the company has an agreement with some of the local papers by which it obtains free advertisements in return for occasional passes.</p>	<p>I shall give my reasons for including Press passes. Meantime, those are a very small proportion of the passes issued. This arrangement is very antiquated, and reminds me of the days when there was no such thing as money. The plain fact is that passes are apparently issued to influence the local press, and I regret to say that some of the local papers seem only too ready to barter their independence for a free pass.</p> <p>In my evidence, at question 40662, I referred to where Mr. Lawder wrote to the local papers such as the C. and L. Railway. His letter was inserted verbatim in the Leitrim Leader, and Advertiser, Mohill; but the Anglo-Celt inserted the following:—"We have received a letter from Mr. Lawder which is malicious, and we cannot insert it." The Anglo-Celt was using more than one pass at the same time, and it was anxious on this, as well as on other occasions, to show the C. and L. Railway that it was wronging them. The Observer enjoys more than one pass, and while I have known this little paper to refuse insertion to letters concerning the railway, it is loath in its praise of anything and everything done by any member of what it terms "the much maligned" board of directors.</p>	<p style="text-align: center;">* * * * *</p>
<p>Chairman.—You need not go into that, I think.</p>		
<p>22665. I should be very glad to hear it?—My personal opinion is that, as a small shareholder in the railway, my interest is secured, and personally I look upon the railway as the ordinary shareholders</p>	<p>Such are some of the local papers, and such is the result of Mr. Digges's arrangement.</p>	

## REV. J. G. DUGGES'S EVIDENCE.

## MR. GANNON'S COMMENTS.

## REV. J. G. DUGGES'S REPLY.

—either in the sense of ordinary shareholders who stand to lose or win according as the receipts of the railway increase or diminish.

I would invite the Commission to look on the evidence of the Rev. J. G. Dugges in the same light as the evidence of a man "on trial."

They have arrogated to control this railway, although Mr. Dugges admits that "the ratepayers are the ordinary shareholders."

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There must be something radically wrong behind all this untruth and disavowal, and no amount of flattery can hide the fact.

As recently as December, 1898, a meeting was held at Keshmarrigan, and it was announced by circular. It consisted of all the District Committees in the affected area, and the following resolution was passed: "That we call on the Irish Government to grant a severe inquiry into the whole working of the Cavan and Leitrim Railway." This question, which is so important to the ratepayers, would be differently dealt with by Mr. Dugges, who would suggest "that there is a certain amount of amusement to be derived from the ratepayers' demand for justice."

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22530. Could you not have it there?—You have one auditor who gives a certificate that everything is perfectly satisfactory, and another auditor who signs the accounts without remark, and then comes here and makes that statement which you have just explained to us?—There have been quite a number of open-air meetings held in the country on this question by the auditing of the accounts by Mr. Gannon.

22531. Since when?—Since that evidence was given here. Persons, who at any rate style themselves ratepayers, have met at open-air meetings, and they have accused us of having withheld from Mr. Gannon the documents and books which were necessary to enable him to complete his audit.

22532. But you have completely answered that?—I have answered it to this extent, that with respect to the hay train, to which he referred, he had the documents to refer to.

22533. Lord Privy.—For the reason that the central establishment in Dublin being the centre of traffic generally is more convenient?—We have two objects: convenience and economy.

I wish to impress on the Commission that this statement is true only so far as Mr. Dugges and his Board are personally concerned, but as for the ratepayers it is quite the opposite.

The directors of the C. and L. Railway are engaged in other pursuits than directing this big 48 miles of concern. Some are professional men, some are landlords, and some again land agents, to whom the pretence of going to attend a meeting in Dublin is a very "convenient and economical" arrangement.

On one occasion one of the directors living in the vicinity of the Cavan and Leitrim line, when going to attend a meeting in Dublin, travelled "via Galway," and had his fare, £1 8s. 8d., paid out of the rates. It is, therefore, possible that the ratepayers' money in Leitrim can be used for the purpose of evasion in Galway.

It is very plain that Mr. Dugges and his Board can travel when and where they will at the expense of the labelled and despised ratepayers in Leitrim. I, therefore, quite agree that the Dublin office is to these gentlemen both "convenient and economical."

In conclusion, I submit that the evidence of Mr. Dugges, who is concerned and personally interested in the C. and L. Railway as well as the Mining Company, stands alone and unsubstantiated. While the evidence given on behalf of the ratepayers by Father Gray, Mr. Smith, and others, who had no personal axe to grind, was prompted by no other motive than to redress what they knew to be a great and long-standing wrong.

This requires no comment. It has already been exhaustively dealt with in the company's evidence.

This is untrue.

\* \* \* The evidence given on behalf of the company is before the Commission, accompanied by the proofs, returns, and other documents in the case.

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\* COAL BILL REFERRED TO AT PAGE 446.

ARIGNA MINING CO. LTD.,

HEAD OFFICE, LIVERDOLLE, CO. LANTHAN,

15th April, 1888.

Rev Mr. Dwyer, Mchill.

Bought of ARIGNA MINING Co, Ltd.

House and Steam Coal; Slack, for Lime Burning; Iron Ore; and Flagg.

	No on Trucks	Tons.	Cwt.	Rate.	£ s d
House Coal.	28	5	—	10/6	2 12 4

Terms—Nett. Prompt Cash on Delivery.

2% Interest charged after\_\_\_\_\_

All Remittances to be sent direct to—

The Secretary,

Arigna Mining Co, Ltd.,

Liverdolle, Co. Lanthan.

per Rail to-day.

## VIII.

COMMENTS by Mr. R. H. LIVESY, C. E., Railway expert, Ex-General Manager and Engineer, Donegal Railway.

MR. BARRINGTON'S EVIDENCE.	MR. LIVESY'S COMMENTS.	MR. BARRINGTON'S REPLY.
<p>33874. You would like to give some evidence as to the cost of light railways in Great Britain and some other countries?—Yes; but before I come to that I would like to point to the advantage of a little capital expenditure. It was stated yesterday that the average cattle train of another company was thirteen wagons, and that now when they have got a better engine they are able to take sixteen. We have some of our engines going over the line with 30 fully loaded cattle wagons.</p>	<p>I say it would be absolutely impossible to haul such a load over the portion of line referred to in Q. 33873 with one engine, and I doubt very much if even two of the Great engines could do it coupled together.</p>	<p>If Mr. Livesy had taken the trouble to examine the "train reports" prepared and signed daily by the guards and drivers he would have found many instances of trains of the size I mentioned being taken over our lines by a single engine. And, as I stated, I have myself seen them.</p>
<p>33875. That goes without saying?—I was just only pointing out the advantage.</p>	<p></p>	<p></p>
<p>33876. In other words, there is a perpetual saving in working with a gradient like yours?—Yes.</p>	<p></p>	<p></p>
<p>33877. Mr. Sexton.—Is there nothing in the physical features of the line to hamper your load?—Between two stations we go over a range of hills 240 feet high. We have to climb that. The gradient is 1 in 60. That gives you 80 feet in a mile, and there are almost three continuous miles of this gradient between these stations.</p>	<p></p>	<p></p>
<p>34016. Mr. Sexton.—You say that the rolling stock required repairs and renewals; can you distinguish the repairs from the renewals?—Yes. Here is a list of rolling stock purchased by the West Clare Railway Company, and paid out of revenue. In 1894 we bought one locomotive of Messrs. Dublin, the cost being £2,100; in 1898 we bought another from Messrs. Green, and the cost of that was £1,948; in 1900 we bought another, and the cost of that was £2,168; in 1901 we bought another, which cost £2,123; in 1903 we bought another which cost £1,899, and since then we have bought another, which is not in the list.</p>	<p>Mr. Barrington stated they had purchased six new engines, and when asked if any were not to replace old ones, he replied distinctly: No; they were additions. The original number of West Clare engines was four and the South Clare three. Two of the former, Nos. 2 and 4, were scrapped in 1899 and 1900 according to the report for October, 1900, so that in reality two out of the six bought were for renewals and not additions.</p>	<p>What I stated was absolutely correct. The six new engines purchased and paid for out of revenue were an entirely different class to the four original ones, and much more powerful. Owing to the great growth of traffic the original engines were unable to handle it, and we can now only use them on the branch, which is almost level. Two are sufficient for our requirements there, and therefore only three two are maintained in working order. As Mr. Livesy states, the others could be put into working order, but we do not require them, and it would be waste of money to do what he suggests.</p>
<p>34017. Chairman.—How many is that altogether?—Six new locomotives. Of course, I am giving you the number of all the new locomotives we have; there are only five in this list. The aggregate cost was about £10,500.</p>	<p>When I visited Ennis I found loco. No. 1 lying outside the shops, and had been for a long time. I was informed, in fact I was told, it was virtually scrapped. The framing, wheels and axles, and motion were in perfectly good order. The boiler and flues required renewing, and this could have been done for about £250 at the outside. Even if it had to be sent to Scotland or England the carriage should not have been more than half that stated by Mr. Barrington in Q. 34006, as it would only have been necessary to send the boiler and flues, and not the whole engine. Seeing the Great Southern Company have complete shops at Limerick, I think they should have been approached to do the work.</p>	<p>I don't know who "told" him No. 1 was "virtually scrapped." It was probably in the repair when he saw it. But it and No. 3 are now working the branch to Killybegs. I gave the exact cost of sending over to England and getting back one of our boilers and flues.</p>
<p>34018. That is for new ones?—Yes; additions.</p>	<p></p>	<p></p>
<p>34019. It may be a renewal which was not in place of an old one?—No.</p>	<p></p>	<p></p>
<p>34020. That is what I mean. These were all additions to your stock which in the ordinary course would have been charged to capital?—Quite so.</p>	<p></p>	<p>There was no need to ask the Great Southern to do this work; it was done in our own shops. If Mr. Livesy had made inquiries he would have learned that the Great Southern only do wagon work now in their Limerick shops. Engine work is now sent to Inchlone.</p>

MR. BARRINGTON'S EVIDENCE.	MR. LIVERY'S COMMENTS.	MR. BARRINGTON'S REPLY.
<p>Metropolitan, or some of those companies over here, and the cost was \$3,942. Since we made our workshops we have constructed five large carriages there, and the cost of the first has been only \$1,789. Some gentlemen who were examined on behalf of the Board of Works—I will not give his name—said he saw us constructing these, and that we were using deal and all sorts of unsuitable timber. I do not know how on earth he could have come to make that statement, because I can give it the most emphatic denial. We have used nothing but native oak, which we have bought locally, and when I came over here we gave an order for 1,200 tons more native oak.</p>	<p>Mr. Barrington denies my statement that I saw them building an under frame for a vehicle with deal and pitch pine. I reiterate most emphatically that I saw it myself, and called both Mr. Carter's (the Resident Locomotive Engineer) and Mr. O'Sullivan's (Manager) attention to it.</p> <p>He also stated in his evidence that they had just given an order for 1,200 tons more native oak. Surely this was a mistake, otherwise no language would be too strong to use for such extravagance. Oak at 48 per ton would mean an expenditure of about \$57,600 for that class of timber alone. Such a quantity could not be used on the Clare lines for many years. Here Mr. Barrington says they had no deal in the shops. This I cannot credit, otherwise with what kind of timber are the floors and bodies of the wagons renewed or repaired? It is usual to use deal or larch for such work.</p>	<p>Both Mr. Sullivan, our Traffic Manager, and Mr. Carter, my Resident Loco. Engineer at Ennis, deny that Mr. Livery saw the under frame of any vehicle being constructed of "deal and pitch pine," and that he called their attention to such a thing.</p> <p>There is no mistake in the figures I gave. But there is in the price Mr. Livery gives for oak—48 per ton. Our contract price is 21 1/2s. per ton delivered in our own works. Mr. Livery is again mistaken. This contract is for two years, and we will use this quantity in that time.</p> <p>In addition to carriage and wagon work, we cut our sheep's out of it; and they cost only about half the price of imported merrill sheeps.</p> <p>What I stated was "we had no deal of these dimensions in the shops."</p> <p>Mr. Livery must, or ought to know, that the scrubbing of deal necessary for flooring and sheeting wagons would be quite impossible to use for under-framing.</p>
<p>54008. What did you do?—Representations were made to the Board of Works that what we had was utterly insufficient to enable us to deal with the rolling stock. It was pointed out that the Treasury were the losers for the want of repairing shops, as the net receipts would be much larger if the very constant charges for the repairs of engines, etc., could be reduced. For instance, when repairs were needed to engines, which should not cost more than \$300, the boilers and other heavy parts of the machinery had to be removed by hand, and sent over to England or Scotland, and the freight alone backwards and forwards frequently amounted to as much as 28s, or more than 25 per cent. of the cost of the work. Some of the baronial directors, who were members of the County Council, recognised the urgency of the matter, and suggested that a deputation should be sent by the company to wait upon and explain the matter to the County Council, with a view to a joint application being made to the Treasury. The deputation waited on the County Council on the 17th January, 1905, but one member of that body proposed a resolution—"That the deputation be not heard," which, in spite of the efforts of the baronial directors, was carried by a large majority. I was there myself as a member of the deputation, so I know about that.</p>	<p>54009. Mr. Seefes.—He must have made a very cursory inspection to mistake oak for deal?—Naturally, and, as a matter of fact, we had no deal in the shops. We have constructed in our own workshops six open cattle wagons, seventeen covered cattle wagons, one covered cattle wagon reconstructed from an old horse van—</p>	<p>How Mr. Livery can land himself to make such a statement as this passes my comprehension.</p> <p>If I had done what he suggests, and added the tonnage and passengers of the West and South Clare Railways together, the figures would have been 8,418 passengers and 777 tons of goods "more per mile than the Donegal Railway," or more than double in each case.</p>
<p>54010. I think the gist of it is in this passage of the report: "Had the West and South Clare lines been worked at the same cost as the Donegal line the saving would have amounted to \$3,385 for 1906, and this may be taken over the average for the last three years." The effect of his evidence was, that assuming the comparison between the Donegal line and the Clare lines to be a fair one, in those three years you would have spent \$25,000 less?—Yes. The only statement in Mr. Livery's report which it is necessary to answer</p>	<p>Mr. Barrington says the Clare lines carried in round numbers considerably over 1,100 passengers (about 35 per cent.) more, and about 100 tons (16 per cent.) more of goods than the Donegal Railway. He seems either to have ignored the fact, or to have overlooked it, that in arriving at these percentages, he had doubled the tonnage, and the same with the number of passengers, for the tonnage and passengers included in the West Clare accounts are also included in those of the South Clare,</p>	

## MR. BARRINGTON'S EVIDENCE.

are those relating to the expenditure on the locomotive and permanent way departments, which he states are run very extravagantly. Mr. Livesey is evidently unaware, or has ignored, the exceptional conditions attached to light railways constructed under the Tramways (Ireland) Acts. His line was not under the Tramways Acts. Under those Acts all the expenses incurred in betterments, increases to rolling stock, or other expenditure, have to be charged to the working expenses other of the permanent way and works or the locomotive department. What he quotes as "running expenses" and "locomotive repairs per train mile," and not only those, but large increases to rolling stock as well (which I have given you) on the Donagall Railway (with which he was formerly connected and with which he compares these figures), would have been charged to capital if they had been incurred. I do not say they were, but I say they would have been so charged if they had been incurred. Mr. Livesey might have ascertained this quite easily, and also any other information of which he was not ignorant, if he had desired to. He did not apply to me, and if he had, I would have given him the following information on this subject, which I have no doubt would have modified his view. As he selected the Donagall Railway for comparison, I shall confine the following comparative figures to it to save confusion. In the year 1905, which is the last for which I have complete returns, the West and South Clare Railways carried 1,100 passengers (about 22 per cent.) and about 100 tons (19 per cent.) of goods per mile more than the Donagall Railway; and as the dead or unpaying loads are similar, the locomotive and running expenses should also be greater on the Clare Railways for moving a heavier load. I have not checked Mr. Livesey's figures, but he gives them at 6½d. per train mile on the Clare Railways and 5½d. per train mile on the Donagall Railway. The loads to be moved in the case of the Clare average 26 per cent. more than in Donagall, and adding this (or 1-36d. to this figure of 5½d. per train mile), the locomotive running expenses on the Clare line should be 6-84d. per train mile on the same basis of cost as the Donagall, or almost exactly 6½d., which he states they amount to, from which I gather that the expenses of running the two lines are practically similar.

54635. Chairman.—That is for the locomotive expenses?—Precisely, because that is one of the items to which he calls attention. Now, with out a very much larger clerical staff than the Clare Railway can afford to keep, it would be impossible to correctly apportion the total expenditure incurred between the locomotive, carriages and wagons, and permanent way and works. As I have explained above, all expenditure or increases of rolling stock, equip-

## MR. LIVESEY'S COMMENTS.

and some more, when it (or they) pass over the two systems, so that his percentages are fallacious. Again, the dead or non-paying loads are not similar, as both the engines, carriages, and wagons on the Donagall line are considerably heavier than those of the Clare lines. On the Donagall line, between Stranorlar and Donagall, a distance of 18 miles, there is absolutely no traffic, except an odd passenger, and the same thing applies largely on the line Stranorlar and Glenties, 24½ miles. Since the opening of the Letterkenny and Burtisport line the only traffic worth anything is at Glenties (the terminus), so that out of the total of 106 miles, 42 miles are unproductive, and ought to be deducted to give a fair comparison at all. If this was done a very different conclusion would be put on the matter. The ruling gradients on the Donagall line are between Londonderry and Stranorlar (now Midland Railway), 1 in 80, Stranorlar and Stranorlar 1 in 120, Stranorlar and Donagall 1 in 53 for 6½ miles at a stretch, Donagall and Killybegs 1 in 40 almost throughout the 19 miles, Stranorlar and Glenties for 7 miles 1 in 50 at a stretch.

There is no comparison so far as the gradients of the two lines are concerned, and the cost of working should be all in favour of the Clare lines.

In 1905 the Donagall company raised four miles of the line between Stranorlar and Donagall with new 60 lb. steel rails and new sleepers, and the fourteen miles from Stranorlar to Stranorlar the same since 1894, and all was done out of revenue.

Mr. Barrington states 40 wagons had been constructed in the workshops at Ennis at a cost of £2,987. According to the accounts for the six months ending October, 1905 (and Mr. Barrington stated 1905 was the latest period for which he had the company's accounts), 26 only, and not 40, were built at Ennis, a difference of 14. Eight were open wagons, and should have been built for £50 each at the outside, say £400. The other 18 were

## MR. BARRINGTON'S REPLY.

My percentages are absolutely correct.

Again Mr. Livesey is wrong; the engines on the Donagall line are considerably lighter than those on the Clare lines. I have before me a photo, supplied by the makers of those in use on the Donagall Railways. The weight is given as 24 tons 25 cwt. empty, and 30 tons 5 cwt. in working trim.

Those on the Clare lines are 40 tons.

This seems to be somewhat like "special pleading."

We have also our dead portions of line, upon which the traffic is extremely light.

If deducted in one case they should be deducted in the other, and the result given by me would not be appreciably affected.

As Mr. Livesey explains, upon the Donagall line, where the heaviest loads have to be moved, the ruling gradients are lightest, viz., 1 in 120 and 1 in 60; while on the Clare lines, where the traffic is heaviest, the ruling gradient is 1 in 40.

The comparison would, therefore, be very much against the Clare lines.

On the contrary, see above.

What I stated was that the content of the Departments was placed in my hands upwards of three years ago, and "since then"—40 wagons have been constructed in our workshops, and other work is in hands.

This is quite correct. I never stated that I had not "the company's accounts" up to a later period than 1905.

This statement was made by me with reference to an entirely different matter, viz.—the number of

Mr. BARRINGTON'S EVIDENCE.	Mr. LIVERSY'S COMMENTS.	Mr. BARRINGTON'S REPLY.
<p>ment, and improvement of every sort have to be changed to either permanent way and works or locomotive departments. When the cost of these departments was placed in my hands upwards of three years ago, we were without adequate workshops, without machine tools of any description, and many other equipments, and were very short of rolling stock; while the stock in use was all worn out for want of repairing facilities. Since then commodious and suitable workshops have been erected and equipped with the latest tools required for the class of work to be done. One new locomotive has been purchased at a cost of £1,690. One which had been scrapped for sale has been entirely rebuilt, and the others completely overhauled and renewed in our own workshops at a cost of £3,546. That is the reason I claim this as exceptional. An entirely new passenger train of five vehicles, of a superior construction, has been built in the workshops at a cost of £1,780. Forty wagons have been constructed at a cost of £2,987, and other work upon which expenditure has been incurred is in hand. New offices have been erected and furnished, two miles of permanent way have been entirely relaid with rails 50 per cent. heavier than our original road; two workmen's houses have been erected; a gravity water supply has been provided for one, and pumping machinery for four other stations, and many other improvements effecting great economies in working have been provided; in all, upwards of £20,000 has been expended on these works within this period, or an average of over £6,300 a year of exceptional expenditure.</p>	<p>colled covered cattle wagons, and they should not have cost more than £70 each, a total for the 20 of £1,400, as compared with the £2,987 stated, or an excess of £1,587. It would be interesting to know where the economy comes in.</p> <p>He speaks of relaying two miles of line with 50 per cent. heavier rails than the originals, which were 50 lbs. per yard. I take it they were old rails from the G.R. and W. Railway or the M.G.W. Railway, and bought at the price of old rails, and surely no one would be so extravagant as to lay down 75 lb. new steel at an excessive cost, when a 50 lb. is quite good enough for such a line. The 50 lb. rail should have been worth more when taken up than the 75 lb. rails put in their places, and therefore, except for labour and new sleepers, the cost of the two miles relaid would be very small. In any case it is a paper revenue charge, and not capital.</p>	<p>passengers carried by the Donagh Railway. See question 54015.</p> <p>I cannot imagine where Mr. Liversy obtains his prices. The lowest tender we could obtain in the open market by competition for covered wagons was £105 10s. from the Bristol Carriage and Wagon Co., or over 50 per cent. higher than Mr. Liversy quotes.</p> <p>It would be interesting to know on what basis Mr. Liversy arrives at his prices.</p> <p>Mr. Liversy misses the point of my argument.</p> <p>In explaining exceptional expenditure we have incurred, I gave the actual cost of relaying two miles of line.</p> <p>Mr. Liversy states on preceding page that the Donagh Company relaid portion of their line with new 60 lb. steel rails, and that on portion of their line "between Birrinnah and Donagh, upon which there is absolutely no traffic except an odd passenger."</p> <p>Perhaps he can explain why he thinks a 60 lb. rail which was in use for twenty years should be "quite good enough for such a line" as the West Clare, where the traffic is heavier than that of the average of Donagh.</p> <p>The absurdity of this statement is so apparent as to be scarcely worth pointing out.</p> <p>If he read my evidence correctly he would have noticed I did not claim it as a capital charge, but I did as an exceptional one. See Q. 54027 and 54100.</p> <p>I never accompanied the manager on any tour of inspection of all, or any, of the narrow gauge lines.</p> <p>This is also a mis-statement.</p> <p>The working expenses of the departments placed under my control for the two years prior to that date</p>
<p>It is at least ten years since Mr. Barrington, along with the manager, made a tour of inspection of all the narrow gauge lines, with a view to building workshops, etc., and I presume it would be shortly after that he began operations. Yet, with all</p>		

## MR. BARRINGTON'S EVIDENCE.

## MR. LIVERAY'S COMMENTS.

## MR. BARRINGTON'S REPLY.

the facilities he professes to have the working expenses have steadily gone up year by year, and will continue to do so.

He says without a very much larger capital staff it would be impossible to correctly apportion the total expenditure incurred between the locomotives, carriages, wagons, and permanent way and works; yet, in Q. 54023, he professes to give the cost of five large carriages constructed in the Ennis works as £1,789. These were one first, three third class, and one brake van. The average works out at £358 per vehicle, which is high, and especially for a six-wheeled vehicle. In comparison, the stock purchased at £3,342, considering there were 21 altogether, were much cheaper.

The apportionment of the cost to each department is done daily on the Donegal line, and there is not the slightest difficulty or increased staff to do it.

As to the miracle conveyed in Mr. Barrington's reply to Mr. Sexton regarding the remarks of the Chairman of the G.N. (I.) Ry. Co., at that company's half-yearly meeting, when referring to the taking over of the Donegal line, of course, I do not know what was in that gentleman's mind at the time; but this I do know, both the Midland and the Great N. (I.) Railway Companies' engines expressed themselves surprised at the excellent condition of the whole line when taking it over, and also the rolling stock.

The Donegal company have for years made all their own points and crossings, in fact, practically everything that is required for the working and maintenance, except building locomotives, which would not pay them. It was always the practice on that line to set aside a certain sum each half year to a renewal fund for both the locomotive and permanent way departments, and when any particularly heavy item of expenditure took place in any one half year to charge a portion of it to the renewal fund to equalise matters.

amounted to £14,197 per annum; for the last year he (Mr. Liveray) mentions they amounted to £18,462, a saving of £406 per annum, and I expect to increase this in future; I have increased it to £1,600 since. See Q. 54044.

It is difficult to characterise these repeated and glaring misrepresentations.

Again, where does Mr. Liveray get his prices. We obtained tenders in the open market for 3rd class vehicles (our new coaches are much larger and of a superior class to anything I have seen on the Donegal line). The cheapest was £450; we built them ourselves for £378.

The lowest for 1st class was over £900; we built for about £750.

The cost of the twenty-one vehicles purchased was not £3,342, as he states, but £5,348, as will be seen from the detailed list I produced—a difference of £2,006 between the actual cost and the figures quoted by Mr. Liveray.

I do not think any person reading or listening to the speech of the Chairman of the Great Northern Railway to which I referred, could have any doubt left in their minds as to what he meant to convey; or that what had been the cost of maintenance on the Donegal line could be regarded in any way as a fair criterion of the correct cost for any properly maintained line.

Although he admits that it was his practice on the Donegal line to "make practically everything that is required for 'work and maintenance,' be objects to our doing so on the Clive railways.

We did that on the Clive railways until the Board of Works objected, and compelled us to abandon the formation of a renewal fund, and bring all profits to the credit of the half year in which they accrued."

It is true that the Board of Works in 1903 proposed to the arbitrators and the County Council of Clive that a reserve fund should be

54044. Mr. Sexton.—Mr. Liveray gives one remarkable figure to which I should like to draw your attention. He said the cost of locomotive repairs on the Clive Railways was £234, per train mile, and only £2 on the Donegal, and I remember Mr. Aspinall examined him closely on that point. What do you say about that?—I think if the Donegal stock had been maintained as it ought to have been, it would have cost more than £4 a mile. If the report of the Chairman of the Great Northern Railway Company on the Donegal line was read in conjunction with that, I think it would explain the whole matter. The bulk of this expenditure has been charged to and borne by the working expenses of the permanent way and works department; and the balance charged to the locomotive department, as the circumstances of each year permitted. It will be seen from above explanation that the item appearing for locomotive repairs, which Mr. Liveray states amounts to £234d. per train mile, includes not only locomotive repairs and renewals, but many other items, such as equip-

\* The following explanation as to the matters referred to in three paragraphs has been furnished by the Board of Works at the Request of the Commission:—

The statement of Mr. Barrington that the Clive railways established a renewal fund until the Board of Works compelled them to abandon the formation of such a fund, and to bring all profits to the credit of the half-year in which they accrued is a serious error. What the Companies did was, so far as can be gathered from the accounts, to carry forward from six of the "half-yearly" half-years between 1887 and 1890 sums varying from £33 14s. 2d. to £339 17s. 1d. for renewals and repair, which sums appear to have been usually expended in the next following half-years on ordinary works of repair, and this is not what is generally understood as the formation of a Reserve Fund.

The Board received the highest legal advice that the practice was not in accordance with the Statute, and it was in consequence discontinued about 1894.

In 1903 the Board of Works seeing the difficulty that Companies under the Act of 1883 experienced in financing additional works or rolling stock that would ordinarily be charged to capital or unusual items of renewal, e.g., the replacing of an engine, asked their Counsel whether it was legally possible for each Company to form a Reserve Fund to meet such extraordinary expenses, and to be fed by fixed payments from Revenue till a maximum was reached. They were advised that it was possible, and communicated with the Companies accordingly.

Mr. Barrington points out that in the case of the Clive lines a large proportion—75 per cent.—of the payments to the Reserve Fund would have had to be provided by the guaranteeing area. This is correct, but if there were no Reserve Fund and if a large renewal expenditure had to be incurred in the "lean" half-year, the whole cost would have had to be provided by the county, and even in the "fat" half-year a very considerable proportion.

The proposal of the Board was intended to prevent the expenditure account of one half-year being burdened by heavy sums for renewal or expenditure ordinarily chargeable to capital. If the proposal was not so favourable to the Clive as to other Companies, the defect arises from the provisions of the Act of 1883 requiring half-yearly settlements of accounts, on which no doubt the Vice Royal Commission has received evidence.

MR. BARRINGTON'S EVIDENCE.	MR. LIVESY'S COMMENTS.	MR. BARRINGTON'S REPLY.
<p>ment of locomotive workshops with machinery, which is used as required for all departments. We make our own couplings and points, and all that kind of thing. During the year 1904, to which he directs attention, some of this machinery was put in; locomotive No. 8 was reconstructed, part of the passenger items I have alluded to, and fifteen of the goods wagons were built, so all about £24,000 was expended in this department, which will account for far more than the above balance of £1,071 of the figure he mentions. As regards the permanent way, I have detailed the exceptional expenditure above explained, which was charged to permanent way and works, and find that the total cost of maintenance of permanent way and works on the Clare Railway, on an average of the last five years, including all salaries, was £45 per mile per annum, the average cost of some period of Donegal line was £30 per mile per annum. That is crediting the exceptional expenditure on these special works which was charged to permanent way.</p>		<p>crowded by setting aside capital half-yearly instalments of £300. This proposal was rejected by the directors and by the County Council, as 75 per cent. of the fund would, under this suggestion, have had to be raised by the county rates, although the lines earned ample profits to enable the proposed fund to be formed without increasing the financial burden imposed by the railway.*</p>
<p>54042. Your position is that it would have been charged to capital ordinarily?—Yes.</p>	<p>Mr. Barrington has evidently misread my report on the thirteen extra men.</p>	
<p>54043. As he made a report to the Government and the Government referred it to this Commission, it is important that you should be allowed to make the best reply you can?—Thank you.</p>	<p>He is quite wrong in saying there were only four. I was not referring to the hewman, carpenter, painter, or "handyman" for outdoor work, although I consider they should be at Ennis, where they would be under proper supervision. The line, in fact, has an assistant, making five, not four, men stationed at Milltownmalway. The thirteen extra men I referred to were employed getting ballast all the year round apparently at "Ballygaddy ballast pit," and are in addition to the ordinary permanent way men. Any ballast required on the Donegal line was always raised, and put out by the ordinary platelayers. These thirteen men cost £301 9s. 10d. a year. The difference in the rates of pay paid to the gangers and platelayers on the Donegal line as compared with the rates paid on the Clare line is ignored. At least four of the five men at Milltownmalway are not required, as the staff of painters and carpenters at Ennis are more than sufficient to do the whole work of the line in the way of papering and carpentering. If, as I understood, a "free" cottage is provided for the permanent way inspector he is exceptionally well off. Mr. Barrington appears to be unaware that all such inspectors are expected to have a knowledge of signalling and interlocking arrangements. If he did not be it is not a £6 pension for such a position. Even the ganger, whose length includes a station yard, should be capable of adjusting small matters connected with points and signals.</p>	<p>I would be glad if Mr. Livesey would explain how these outdoor men who work along the line at various places as required could be under any better supervision if stationed at Ennis, far away from their work and locomotives.</p>
<p>54044. Chairman.—Did you get the report?—Yes.</p>		<p>They are now under the supervision of the head inspector, who is continually about the line.</p>
<p>54045. You have given a very careful answer to it, and it is to my mind satisfactory; there is an altogether different complexion put on the case by your explanation. If you have any further remarks to make, will you make them?—Thank you. I should like to say that the rates still he mentions are not 13s. as he states—how he got that 13 I cannot imagine—but they are four, and, in my opinion, are not "extra." They consist of a hewman to look after telephones and pumping machinery, hydraulic rams, wind mills, &amp;c., salary per week 14s.; a carpenter for outdoor work, salary per week 24s.; a painter for outdoor work, salary per week 24s.; a handy man for various work, 14s. There are no more men in the shops at Ennis than are required there; in fact, the carpenters and painters can scarcely undertake their work. Men are in any case required for the outdoor work. I station them at Milltown, which is midway on the line, instead of Ennis at one end, to save time travelling, and so that they may be nearer to their work. He alludes to the permanent way inspector, who, he says, should get 5s. less per week than he does. The permanent way inspector is not stationed at Ennis. He is as nearly midway on the line as a cottage could be provided for him. He is competent to take charge of signalling and interlocking arrangements, and of the hewmen and their work, and does so as well as the hewman. £3 5s. is his salary. Mr. Livesey thinks £2 sufficient. I do not know</p>	<p>Mr. Barrington has evidently misread my report on the thirteen extra men.</p>	<p>Thirteen men are not employed all the year round. A few men working under one of the gangers are employed from time to time as required, raising ballast.</p>
	<p>The circumstances of every line as regards obtaining of ballast vary. On some it is easily obtained, as on the Donegal; on others broken stone has to be used or other kinds of ballast involving more or less extra labour according to circumstances.</p> <p>It is, however, a gross misrepresentation to say that an annual charge of £301 9s. 10d. is unnecessarily incurred under this head on the Clare Railway.</p> <p>A "free" cottage is not provided for the road inspector. His wife looks after public road gates, and for this duty is given the use of a cottage, as in the case of all gatekeepers.</p> <p>I may remind Mr. Livesey that it is one thing to have a knowledge of signals and interlocking, and another to actually perform the work, while on all large lines this work is usually done by a special department.</p> <p>I am practically on some portion of the line almost every day during the period of heavy traffic.</p>	

\* See next note, p. 456.

## MR. BARRINGTON'S EVIDENCE.

where a man competent to take charge of signalling and telegraphing can be got for less. Such men are difficult to get. He also alludes to the storekeeper. The storekeeper is not as my department, but it is right to mention that he keeps and abstracts accounts of cost and works for the secretary. He also keeps the men's time in the workshops, and prepares the pay-sheets. Mr. Liversy is also interested in stating that I am non-resident. I live on the line during the tourist season for about five months, and only am here from Ennis during the remainder of the year. As regards the very moderate salary which I receive, and which Mr. Liversy apparently regards as excessive, although for less than he enjoyed in Donegal, I think that I should mention that in spite of all the extra work which is now done in my department, and including my own and all other salaries, I have succeeded in reducing the total expenditure in them since they were placed under my control. For the two years prior to that the expenditure in them amounted to £14,397 per annum. In the last year he mentions it amounted to £13,192, a saving of £705 per annum, and I expect to increase this in future. This was written after Mr. Liversy's report, and we have increased it, I think, to £1,500 more. The average gross working expenses of the Donegal line for the five years ended 1905 were £274 per mile per annum and 1s. 8d. per ton mile, while £278 per mile per annum and 1s. 10d. per ton mile was that of the Clare Railway, excluding the exceptional expenditure I have above explained, which has averaged over £6,336 a year. The difference in the cost of the two is attributable to the extra traffic which has to be handled on the latter, and if this is credited to the Clare Railway, the expenses will be found to be almost the same as those of the Donegal. Then, as regards loss in working, I have explained this fully in my general evidence, and it is too long to recapitulate here, but against which the company's expenditure on capital account, totalling £55,129, must be taken into consideration. Mr. Liversy's statement under this heading, "Loss in Working," is wholly erroneous and misleading. There was no real loss in working expenses for the last three years, as his report conveys, notwithstanding the exceptional expenditure I have explained, but, on the contrary, there was a profit.

52923. Mr. Barton.—Take, for instance, the West Clare and South Clare?—I could give you that.

52924. What would they have cost extra per mile to make into broad gauge—I think if it had been done at the time—made a broad gauge instead of a narrow gauge—and if the rolling stock had been borrowed from the existing broad gauge company, the chances are it would not have cost more than £600 or £700 a mile over and above the cost of the narrow gauge, including the rolling

## MR. LIVERSY'S COMMENTS.

the line and in the workshops. It could not be expected a gentleman in his position would give his whole time for £300 a year. When at Ennis I made particular inquiries as to how often he visited the line, and was told "usually about every three weeks or so," but that his clerk came once a week for pay-sheets, etc. There is a person (Mr. Carter) who is styled "Resident Locomotive Engineer" at Ennis. He certifies the half-yearly report as to the engines and other rolling stock, machinery, etc., being in good order; yet he has no real authority, being under Mr. Barrington's orders. The latter is not a mechanical engineer, and his ideas are altogether too large for such a line as the West Clare.

In the West Clare accounts for the six months ending 30th April, 1906, an amount of £26 16s. 6d. is charged for "half engineer's claims for visiting buildings for insurance purposes and for surveying spare lands." The same item appears in the South Clare accounts, so that Mr. Barrington received in addition to his salary that half year £77 13s. extra. It is not to my mind a satisfactory way of working. In the directors' report for the same period it is stated one new ballast wagon had been built. If that was so, then the number of that class of wagon should be thirteen instead of twelve. The latter figure still stands in the October, 1905, return, so I presume it meant rebuilt.

I cannot think Mr. Barrington was serious in saying it would cost £8,500 per mile to convert the Clare line to broad gauge. I am quite satisfied £2,000 a mile would be more than sufficient, and there ought to be a good margin to spare.

## MR. BARRINGTON'S REPLY.

I don't know where or how Mr. Liversy obtained what he gives as correct information.

One would have thought the natural person to apply to before making such statements was the person affected by them, but he never approached me directly or indirectly.

Mr. Carter is in much the same position as regards Mr. Barrington as the head of a department on large firms is as regards a general manager.

The directors of the South and West Clare Railways apparently disagree with Mr. Liversy's views on this matter, and consider that a man with a wide experience is desirable, as Mr. Barrington was appointed by them in 1905 to his present position, including the unanimous vote of the baronet directors.

The misrepresentation conveyed by this statement has been so frequently exposed both in the Press and elsewhere, that one would scarcely have expected to see it again in another form.

Those payments comprised mainly refunds to me of monies advanced by me for the service of the company.

I can assure Mr. Liversy I was quite serious.

Perhaps Mr. Liversy's figures were calculated on the same basis as his other estimates given above.



MR. BARRINGTON'S EVIDENCE.	MR. LIVERSEY'S COMMENTS.	MR. BARRINGTON'S REPLY.
<p>stock for the latter. I think I gave a figure with regard to that to the Allport Commission.</p>		
<p>53923. Suppose you had to do it now, what do you think it would cost?—I think it would cost about £200,000.</p>		
<p>53924. £4,000 a mile?—Yes.</p>		
<p>53925. Almost as much as the original cost of construction?—Almost. That would include rolling stock—it would have to. We have spent a large amount on rolling stock now which would be wasted. Our rolling stock is now in very good order.</p>		
<p>53926. Mr. Ainsworth.—There would be no object in getting fresh rolling stock if some existing railway had enough old stuff to do the work?—I do not think they would be satisfied with old stuff.</p>		
<p>53927. Leaving out the rolling stock, what would it cost, do you think?—£2,000 per mile.</p>	<p>In the table prepared by Mr. Barrington professing to show the results of Irish light railways, page 129, I observe a note: "On creditting the working expenses of the 'Clare' railways with the exceptional capital charges, which have been incurred within the last three years, their working expenses will be as follows, <i>i.e.</i>, £238 per mile, and 1s. 10d. per train mile." Instead of three years, these exceptional charges have been going on since 1893.</p>	<p>Only the exceptional expenses incurred within the last three years were included in the detailed list of works executed which I handed in.</p>
<p>53928. That would be practically as much as the old line cost?—Yes, pretty nearly.</p>		
<p>Table, page 129. (Results of working of Irish Light Railways, &amp;c.) (See page 465.)</p>		
<p>54106. For the whole period?—Yes, for the whole period. Out of this very large sum £57,100 has been expended during the last six years, and £19,848 during the last three years, or on an average, £6,600 per annum. These figures, of course, appear small when you are dealing with the accounts of the large companies.</p>	<p>In Q. 54106 Mr. Barrington states £19,800 was expended during the last three years, or an average of £6,600 per annum.</p>	<p>This is so. I gave the details item by item.</p>
<p>54012. Chairman.—You failed there, so what did you do next?—Having exhausted every possible channel by which the necessary funds might be obtained, we again made representations to the Board of Works, pointing out the extreme urgency of the case, and at length the Treasury agreed to make no question on the audit of the accounts that the expenditure was not proper working expenditure if the receipts of the railway were applied to the provision of the necessary workshops. I believe the County Council tacitly adopted the same view, and the company accordingly have, within the last three years, expended a sum of £4,194 entirely out of the revenue on the shops and the works attached thereto, or an average of £1,400 per annum. That is capital expenditure.</p>	<p>I have carefully examined the West Clare accounts from 1st November, 1904, to 31st October, 1906, and can only make out a total of £6,894, made up of "hire of engines, carriages, and waggons," "part cost of ten new wagons, new rolling stock, and new offices and workshops." In the directors' report for half year ending 31st October, 1905, it is stated that "new offices" had been erected at Ennis, but the cost is not given. On turning to Abstract A of the accounts under the head of "Repairs of Stations and Buildings," there is an increase of £336. I presume that was the cause, and I have taken this as the amount expended upon them. This gives an average exceptional expenditure for the three years of £2,278 per annum, against the £5,390 stated by Mr. Barrington in Q. 54106. This upsets his average expense entirely.</p>	<p>I am quite unable to follow this reasoning, but can assure Mr. Livesey that the figures given in the detailed list attached to my report are indisputable.</p>
	<p>To obviate any possibility of disputing my figures as to the rolling stock, I attach an exact copy of the return of rolling stock as printed in the West Clare report for the half-year ending October, 1906. (See page 460.)</p>	<p>My figures given in full detail are absolutely correct. Perhaps Mr. Livesey's are founded on the same imaginary basis as those I have called attention to above.</p>

## DOCUMENTS FURNISHED BY MR. W. BARRINGTON, M.L.A., C.E. WITH HIS REPLY.

TABLE SHOWING THE RESULTS OF THE WORKING OF THE IRISH LIGHT RAILWAYS ON THE AVERAGE OF THE LAST FIVE YEARS.

Name of Railway.	Length Miles.	Tram Miles.	Receipts		Expenses	
			Per Mile Annually	Per Tram Mile	Per Mile	Per Tram Mile
Droghda . . . . .	126	28,136	565	2 6	274	1 6
Louth and Lough Swilly . . . . .	30	32,100	430	3 7	274	1 7
Queen and Loftus . . . . .	19	165,059	221	2 2	207	2 4
Clapham Valley . . . . .	27	103,000	227	1 7	210	1 7
Cork and Monkerris . . . . .	27	123,044	453	1 10	268	1 9
Shelbourn and Rathfriland . . . . .	34	28,045	191	1 10	273	2 3
Trillick and Dingle . . . . .	37	78,051	196	2 0	269	2 4
Wool and South Glenties Railways . . . . .	33	124,096	380	2 6	285	2 3
Average . . . . .	—	—	380	2 1	256	2 7
On modifying the working expenses of the above Railways with the exceptional carriages which have been returned within the last three years their working expenses will be as follows:—			—	—	256	2 10
And the true average of the Irish Light Railways . . . . .			—	—	265	2 3

For purposes of comparison I add the results of the working of the following foreign systems:—

Average of the German narrow gauge light railways . . . . .	451	2 4	208	2 1
Average of the Belgian narrow gauge light railways . . . . .	387	1 5	280	2 10

The average cost of working standard broad gauge lines are as follows:—

In England . . . . .	—	—	1,640	3 5
In Germany . . . . .	—	—	1,264	3 2
In Ireland . . . . .	—	—	355	2 10

So that even in Ireland, where the cost of working broad gauge lines is lower than in other countries, the cost per train mile is 1s. 2d., or 70 per cent more than the true average cost of the Irish Light Railways, which is 1s. 8d. per train mile, eliminating the items which, under the Tramways (Ireland) Act, have to be charged to working expenditure, though they really are capital.

## WEST CLARE RAILWAY COMPANY

Particulars of original rolling stock on opening of line in July, 1887, and additions since.

	Engines	CARRIAGES			Horse Cars	Bogie Cars	Total Carriage Stock	Machinery and Material Rolling Stock	Open Goods Wagons	Covered Goods Wagons	Covered Goods Wagons	Tramway Trucks	Tramway Trucks	Total Rolling Stock
		1st.	2nd.	3rd.										
Originally supplied	4	—	3	6	—	4	13	Originally supplied	10	35	25	2	22	65
					Low	1	1	Converted into						
Purchased—								Goods Wagons						
1888, ..	—	—	1	2	—	2	5	—	—	—	—	1	—	1
1891, ..	1	—	5	2	—	—	8	—	—	—	—	—	—	—
1897, ..	1	—	—	—	1	—	2	—	—	—	—	—	—	—
1898, ..	1	—	—	—	—	—	—	—	—	10	—	—	—	10
1899, ..	4	—	—	—	—	—	—	—	—	—	—	—	—	—
1900, ..	—	2	—	—	—	—	2	—	—	—	—	—	—	—
1901, ..	5	—	—	—	—	—	—	—	—	—	—	—	—	—
	9	3	6	9	1	2	23	—	10	85	85	4	22	199
Both in working order at close of 1905, ..	—	—	—	—	—	—	—	—	6	—	—	—	—	6
1906, ..	—	—	—	—	—	—	—	—	—	—	10	—	—	10
1907, ..	—	—	—	—	—	1	2	—	—	—	2	—	—	2
1908, ..	—	3	—	—	—	—	—	—	2	—	—	—	—	2
	9	3	6	9	1	2	24	—	18	95	95	4	22	199
Add South Clare Works, ..	3	—	2	4	—	—	9	Add South Clare Works, ..	—	6	15	—	—	21
	12	3	8	13	1	2	33		18	101	110	4	22	220

## APPENDIX No. 42

STATISTICAL TABLES supplied by the Department of Agriculture and Technical Instruction for Ireland

## I

Table showing the Total Quantities and Value of certain Articles of Foreign and Colonial Merchandise imported into the United Kingdom in each of the years 1885, 1886, 1887, 1898, 1903, and 1908.

		QUANTITY.					VALUE.						
		1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	
		£	£	£	£	£	£	£	£	£	£	£	
Cork.	370	30,409	31,545	13,797	45,321	37,268	85,350	312,303	362,824	304,329	1,162,324	833,231	613,497
Wine.	"	475,759	377,645	340,645	359,936	525,546	343,125	8,335,345	9,913,350	9,980,781	9,980,780	9,200,522	9,946,235
Wine & Spirits.	"	1,135,115	965,210	45,645	498,747	58,241	79,800	2,318,332	2,748,546	85,329	344,585	544,589	122,525
Wine, spirits.	"	54,754	465,500	1,948,851	1,304,321	4,139,804	5,531,641	2,280,491	2,814,336	3,423,546	3,935,793	3,956,343	18,275,857
Wine, spirits.	"	389,324	326,945	509,514	308,415	173,045	174,745	693,450	648,534	255,267	273,644	247,654	312,353
Wine & Spirits.	"	3,586,860	3,548,212	4,337,395	3,612,621	4,284,325	4,930,869	39,009,335	3,848,357	11,379,867	16,215,513	16,761,716	17,662,245
Wine.	"	"	1,601,425	2,327,474	3,266,255	4,069,494	4,320,621	"	3,813,848	13,771,303	15,941,763	20,785,789	24,600,115
Wine, spirits.	"	3,554,475	1,189,745	1,999,920	806,615	562,223	815,447	31,795,869	3,268,513	3,423,546	3,734,565	5,115,516	2,903,345
Wine, spirits.	"	18	"	"	"	"	"	(a)	"	"	"	"	"
Wine, spirits.	"	5,936,340	5,589,833	11,045,968	14,134,461	16,846,564	16,218,379	5,732,055	3,848,557	2,465,647	4,407,137	6,817,399	7,183,312
Wine, spirits.	"	5,149,569	5,555,967	5,876,136	4,751,738	9,139,389	7,699,785	1,566,580	602,864	644,952	1,814,642	4,603,238	1,367,218

(a) Butter and Margarine were not shown separately in 1981

## III.

last showing the Total Number of Horses, Cattle, Sheep, and Pigs exported from Ireland to Great Britain (not including the Isle of Man) during each of the Years 1887 to 1908 inclusive

Date	HORSES				CATTLE				SHEEP				PIGS				
	Stallions	Mares	Gradsups	Total	Oxen, Bulls, and Cows				Total	Calves	Total	Ewes	Lambs	Total	Fat	Stags	Total
					Far	Spent (for breeding purposes)	Others	No.									
1917	86	11,581	18,759	27,428	131,130	868,876	5,383	438,548	15,473	444,283	332,864	228,834	468,240	458,515	42,760	446,820	
1918	87	15,088	15,373	29,328	122,587	600,580	5,661	415,818	47,688	723,756	408,628	225,748	627,584	665,608	66,582	544,672	
1919	90	15,697	18,697	31,534	145,582	675,683	1,422	622,476	47,387	686,440	371,513	240,358	618,487	438,583	65,486	470,861	
1920	105	14,685	16,125	34,152	150,589	698,755	1,152	671,348	55,446	631,640	397,526	342,771	638,961	543,412	54,786	600,388	
1921	125	14,065	18,316	33,384	140,185	538,875	1,845	567,543	65,556	630,488	368,868	325,477	643,775	453,568	42,388	502,894	
1922	135	14,377	16,351	33,661	158,558	666,287	6,278	584,213	55,389	624,283	713,516	385,240	1,099,482	607,877	43,974	568,821	
1923	151	15,588	16,882	36,299	158,544	618,548	8,472	642,532	60,597	686,080	765,269	405,561	1,247,560	605,542	55,326	458,473	
1924	162	14,884	16,842	28,586	150,748	622,514	7,328	761,887	65,657	828,854	574,471	383,818	657,181	538,847	68,329	547,867	
1925	165	16,270	16,905	24,569	162,645	614,856	5,322	723,366	65,371	791,697	561,081	380,585	666,769	48,398	547,230		
1926	181	18,046	19,818	38,558	154,472	548,908	8,397	618,369	58,451	651,240	587,164	340,182	797,396	554,907	38,812	618,588	
1927	195	17,540	19,874	36,632	154,175	618,905	8,348	653,315	65,486	746,313	455,798	385,886	664,513	658,689	41,849	662,507	
1928	190	19,389	20,424	35,584	155,779	608,903	9,371	743,774	66,855	800,238	545,586	383,890	673,448	558,755	55,842	628,746	
1929	222	20,471	22,464	42,667	159,464	642,822	6,218	727,204	45,086	775,272	428,979	438,643	679,529	57,900	581,869		
1930	285	20,229	16,358	35,086	175,480	622,692	5,442	710,793	34,736	546,518	425,042	248,432	689,282	657,447	45,394	721,268	
1931	344	21,467	13,848	35,687	181,090	544,844	6,568	612,813	28,725	645,538	444,436	255,689	440,222	550,222	24,887	568,138	
1932	326	21,143	13,889	35,309	198,583	556,514	16,654	676,868	35,181	636,383	568,218	488,481	1,626,900	585,164	34,664	627,972	
1933	286	23,587	14,935	37,739	248,587	604,806	6,724	618,217	47,385	667,640	614,769	500,627	635,479	541,861	38,316	586,328	
1934	283	22,669	14,850	37,599	232,145	479,381	6,086	708,443	63,900	772,283	375,159	387,187	738,286	470,622	88,545	565,269	
1935	288	14,182	16,339	30,753	184,645	655,647	6,886	648,815	62,506	568,211	350,835	246,676	606,828	782,781	1,823	563,515	
1936	297	15,335	16,343	22,818	198,568	475,433	5,287	716,528	55,480	771,374	280,376	384,739	807,413	466,550	18,826	428,438	
1937	199	15,164	12,830	22,253	185,184	496,796	8,331	701,315	89,638	641,976	617,838	345,375	659,415	445,576	58,639	644,802	
1938	249	15,549	12,355	25,633	193,685	228,386	9,729	748,828	84,109	381,270	387,878	234,868	726,384	771,527	15,956	887,476	

## APPENDIX No. 43.

## LETTER from the DEPARTMENT of AGRICULTURE, relative to the inspection of Rate Books at certain Railway Stations in Ireland.

DEPARTMENT OF AGRICULTURE AND  
TECHNICAL INSTRUCTION FOR IRELAND,  
UPPER MERRION STREET, DUBLIN,  
20th July, 1908.

No. 21894-08.

Sir,

With reference to your letter of the 20th ultimo, in which you ask (with regard to the tables and memoranda forwarded by the Department) for information as to rates obtained at the head offices of Companies and not subsequently traced in the public rate books kept at Stations, I have to transmit herewith, for the information of the Vice-Royal Commission, a memorandum in the matter.

I am, Sir,

Your obedient Servant,

(Signed), T. P. GILL,  
Secretary.

The Secretary,  
Vice-Royal Commission on Irish Railways,  
18, St. Stephen's Green, N., Dublin.

## Memorandum referred to above.

(1) Wexford,  
Enniscorthy,  
Ferns,  
Aghlin and  
Shilleigh  
Stations.

(2) Templemore,  
Maryborough and  
Abbeyleigh  
Stations.

(3) Maghera,  
Bellinacorney,  
Dunloy,  
Ballynema,  
Dungiven,  
Claryford,  
Portlough and  
Carrickfergus.

With reference to Mr. Shonahan's letter (1902-08) of the 20th ultimo, it has not been the practice of the Department's offices to check at local stations the figures as to rates which have been extracted from the books at the head offices of the railway companies unless under exceptional circumstances.

Rates obtained at head offices were compared with those recorded in the books at the following stations—

- |               |                   |
|---------------|-------------------|
| 1. Wexford    | (D. & S. E. Ry.). |
| Enniscorthy   | "                 |
| Ferns         | "                 |
| Aghlin        | "                 |
| Shilleigh     | "                 |
| 2. Templemore | (G. S. & W. Ry.). |
| Maryborough   | "                 |
| Abbeyleigh    | "                 |

3. Maghera (Mid. Ry.—N.C.C.)

Bellinacorney  
Dunloy  
Ballynema  
Dungiven  
Claryford  
Portlough  
Carrickfergus

"  
"  
"  
"  
"  
"  
"

with the result as follows:—

At head office (Westland Row) a record existed to the effect that a rate of 4s. 6d. per ton in 6 ton loads was in operation for oats, straw (straw pressed), potatoes, barley, wheat, turnips and mangolds, from Dublin and South Eastern stations to Harcourt Street. The rate books at the stations mentioned in margin contained no reference to such rate.

Information at head office that Class B, 6 ton load rate applied to round timber at any station where such traffic was passing unless a lower exceptional rate than Class B was in operation from the station. At the stations mentioned in margin a traffic in round timber passed, but in the station rate books Class B 6 ton load figure rates did not appear as applying to round timber.

At head office a list of rates applicable to artificial manures, Indian corn, Indian meal, bran, pollard, and feeding stuffs was issued to operate from the 22nd March, 1896, to 31st December, 1896, and was said to have been subsequently made permanent. On examining rate books at stations mentioned in margin there was no record to confirm the permanency of the list in question, but in one instance the list appeared to have been renewed up to 1898.

In almost every instance the local officials spoken to at the stations in respect of rates appeared to be aware of the reduced rates in question, and stated they would be prepared to give effect to them in the event of traffic arising, although entry of such rates was not made in the books.

## APPENDIX No. 44.

## CORRESPONDENCE between the COMMISSION and the DEPARTMENT of AGRICULTURE as to Subsidies to Railway Companies to procure Reductions of Rates.

I.

VICE-ROYAL COMMISSION ON IRISH RAILWAYS,  
18 ST. STEPHEN'S GREEN, N.,  
DUBLIN, 2nd December, 1906.

Sir,

Referring to Mr. Cantrell's evidence on behalf of the Department of Agriculture and Technical Instruction, before the Vice-Royal Commission on Irish Railways, on 12th October, 1906, I am directed to inquire whether the Department intend to Section 30 of the Act of 1890 (42 and 43 Vic., ch. 30), relating to the aiding or facilitating of the carriage and distribution of produce, as empowering the Department to procure reductions of railway rates by the payment of direct subsidies in order to recoup the companies for any loss which might be entailed by such reductions.

In this connection I am to refer you to the evidence given on the subject by Sir Thomas Finlay (formerly Vice-President of the Department) before the Royal Commission on Congestion, whose report was issued in May, 1906. (See question 18168). The Commission will be glad to be favoured with a reply at your earliest convenience.

I am, Sir,

Your obedient Servant,

(Signed), CHAS. E. SHANAHAN,  
Secretary.

T. P. GILL, Esq.,  
Secretary, Department of Agriculture and  
Technical Instruction,  
Upper Merrion street, Dublin.

II.

DEPARTMENT OF AGRICULTURE AND  
TECHNICAL INSTRUCTION FOR IRELAND,  
UPPER MERRION STREET,  
DUBLIN, 15th December, 1906.

No. 24611-08.

Sir,

Referring to your letter of the 2nd inst. on the subject of the interpretation of Section 30 of the Agriculture and Technical Instruction (Ireland) Act, 1890, I have to acquaint you, for the information of the Vice-Royal Commission on Irish Railways, that the Department are advised that they would be correct in interpreting the Section in question as empowering them, in the event of their considering it advisable, to do so, to procure reductions of railway rates by the payment of direct subsidies to railway companies in order to recoup the companies for any loss that might be entailed by such reductions.

The Department have not paid any subsidies of the nature, and the value of their funds would not permit their doing so.

I am, Sir,

Your obedient Servant,

(Signed), T. P. GILL,  
Secretary.

The Secretary,  
Vice-Royal Commission on Irish Railways,  
18 Great College street,  
Westminster, S.W.

## APPENDIX No. 45.

## RAILWAYS (IRELAND) ACT, 1896.

## I.

## COACH AND STEAMER SERVICES ESTABLISHED TEMPORARILY BY THE BOARD OF WORKS.

	Subsidies paid	Receipts on Services retained by Board of Works	Net amount contributed under the Act.	Period for which the Subsidy was provided
	£	£	£	
1. Coach, Listowel and Tarbert (Co. Kerry).	5,336	1,107	4,229	7 years from June, 1897.
2. Steamer, Tarbert (Co. Kerry, and Kilrush (Co. Clare).	4,285	536	3,749	do.
3. Coach, Ennistymon and Ballyvaughan (Co. Clare).	2,372	423	1,950	do.
4. Coach, Roskeel and Dromed (Co. Leitrim).	742	57	685	6 years from June, 1898.
5. Steamer, Sligo and Belmullet (Co. Mayo)	54,113 (authorised)	14,250 (up to 31st March, 1909)	(b) 39,129 (up to 31st March, 1909).	7 years from 1st June, 1899, but renewal has been sanctioned annually since 1906.
6. Shannon Steamers, Killaloe (Co. Limerick) to Dromed (Co. Leitrim).	(c) 9,500 (Exclusive of £661 expended on Piers).	Receipts retained by the Shannon Development Company.	10,167	7 years from August, 1897, but the agreement provided that the Company should continue the service for a further period of five years, without subsidy.

(a) Inclusive of a capital expenditure of £13,714 on construction of a road, and a pier at Belmullet, and the purchase of a steamer, etc.

(b) This amount was supplemented by an annual subsidy of £1,700 paid for seven years, terminating in 1904, by seven counties bordering the Shannon.

## II.

## ESTIMATED AND ACTUAL EXPENDITURE OF THE FUNDS (£500,000 PROVIDED UNDER THE ACT UP TO 30TH NOVEMBER, 1908 (taken from the Estimates for 1909-10).

Work	Estimated cost.	Treasury Contribution, proposed or authorised	Expenditure to 30th November, 1908
	£	£	£
<b>RAILWAYS:—</b>			
Bundoran and Carridenagh, . . . . .	118,825	98,527	95,260
Letterkenny and Burtonport, . . . . .	318,860	313,648	314,274
<b>COACH AND STEAMER SERVICES:—</b>			
(a) Killaloe and Dromed Steamer, . . . . .	—	9,500	9,500
(b) New Piers on Lough Derg in connection with (a) . . . . .	954	667	667
(c) Listowel and Tarbert Coach, . . . . .	4,188	5,385	5,336
(d) Tarbert and Kilrush Steamer, . . . . .	5,308	4,255	4,284
(e) Ennistymon and Ballyvaughan Coach, . . . . .	2,660	2,372	2,372
(f) Roskeel and Dromed Coach, . . . . .	740	743	742
(g) Sligo and Belmullet Steamer, . . . . .	54,113	54,113	51,732
General Charges, . . . . .	10,600	10,000	7,136
<b>Total, . . . . .</b>	—	429,070	491,173

## APPENDIX No. 46.

LIST OF NEW RAILWAYS and Extensions of Existing Lines in Ireland proposed by WILLOUGH.

(See annexed map showing the Termini of the proposed Railways as numbered on List).

Name of Willough	Representative of	Date and Place of Examination	Quantity.	No. on Map	Extension, etc., proposed
L. Fennell	Kilbenny Corporation	April 23, 1907	Dublin	3078 2, 3020	1 Castletown, via Killybeg, Oulson, and Rathfriland to Denison-street.
Gudley J. O'Connell	Collier Road Council	Jan. 16, 1908	do.	3020-5, 3084, 3084 1/2, 3085	do. do.
J. Butler, J.P.	do.	do.	do.	3079 1/2	do. do.
P. F. McElroy	Malinshane	Jan. 13, 1908	do.	3024 1/2	2 Killybeg to Carrick-on-Shock, via Malinshane
R. E. Prior-Woodhouse D.L.	Kilbenny County Council	April 23, 1907	do.	1905-6, 1906, 1920-64	3 Castletown to point between Killybeg and Rathfriland
W. A. Joyce	Member, Local Government (London) Board	Jan. 23, 1908	do.	3023-7	do.
Dr. T. F. Winters	Queen's County County Council	July 4, 1907	do.	3524, 3524-4, 3528-60	4 Castletown, via Clough, Tullane, and Strathfield, to Portlough
Colonel R. G. Gasky, D.L.	do.	do.	do.	3524-5, 3529-4	do.
P. A. Heenan, M.P.	do.	Jan. 14, 1908	do.	3017, 3018, 3022	do.
J. Egan	do.	Oct. 14, 1907	do.	3013, 3013-22	3 Castletown and Ashy, via Strathfield
T. Fitzgerald	Collier Town Commissioners	Oct. 15, 1907	do.	304, 700-10, 707-M	6 Rathfriland to Collier
R. Lawrie	Newcompley Railway Scheme Committee	Jan. 27, 1908	do.	4223-4	7 Rathfriland, via Tullane, and Newcompley
R. A. Anderson	Secretary, Irish Agricultural Organisation Society	March 12, 1908	London	4720, 4720-45	8 Rathfriland and Collier (see on Tullane branch)
A. D. Price, M.D.S.O.	Engineering Inspector, Local Government (Ireland) Board	May 13, 1907	do.	1520-294	9 Tullane to Drogheda East
Thomas Power	Walsford County Council	Jan. 3, 1907	Dublin	585	10 Tullane and Clough
W. B. Egan	Committee and Bodies in Cork City and County	Jan. 14, 1908	do.	1136-59	11 Tullane and Cappagh
Thomas O'Hara	do.	do.	do.	1179-730	do.
Rev. W. Spenserwood Green	Completed District Board, Chief Inspector of Fisheries, Department of Agriculture	Nov. 13, 1907	London	3020 1/2	12 Malinshane to Rathfriland
A. D. Price, M.D.S.O.	Engineering Inspector, Local Government Board (Ireland)	May 13, 1907	do.	4930, 1520	do.
Dr. Stanley Harrington, J.P.	Charman, Cork, Blackrock and Tullane Railway Co.	Dec. 11, 1907	do.	3140-5	13 Rathfriland to Tullane, etc.
do.	do.	do.	do.	3113-30	14 Enniscorthy, Clonsilla, to Church Bay
do.	do.	do.	do.	3112-30	15 Connection in Cork with Lark Lane
G. J. O'Callaghan, J.P.	Cork County Council	Nov. 14, 1907	do.	3034	16 Proposed connection between Cork and Malinshane at Clough, in Cork
E. G. Williams	Wasson Urban Council	Nov. 16, 1907	do.	3035	do.
Thomas Power	Waterford County Council	Jan. 3, 1907	Dublin	528-91	17 Cork and Fermoy Railway
A. J. F. Wain, J.P.	Cappagh Railway Company	Jan. 4, 1907	do.	307-11, 307-90, 307-94	do.
J. W. Dennis, M.D.S.O.	Kinsale, County Cork	Oct. 22, 1907	do.	3506-15	18 Kinsale—Extension to Ballycroy
Rev. P. J. Dewing, C.M.	Leopold, Department of Agriculture	Jan. 15, 1908	do.	3507-5, 3528-46	do.
J. W. Dennis, M.D.S.O.	Kinsale, County Cork	Oct. 22, 1907	do.	3506, 3506-9	19 Clonsilla to Enniscorthy
J. Hurley	Loup, County Cork	Jan. 12, 1908	do.	4115-48, 4215	Clonsilla to Enniscorthy and Glendalough
J. M. Burke, J.P.	Wicklow Urban Council, etc.	July 4, 1907	Lough	3418	20 Extension of Rathfriland and Rathfriland Railway to Port
J. W. Dennis, M.D.S.O.	Kinsale, County Cork	Oct. 22, 1907	Dublin	3508	21 Ballycroy, Glengarry, and Castletown
A. D. Price, M.D.S.O.	Engineering Inspector, Local Government Board (Ireland)	May 13, 1907	London	1527-5	22 Extension to Castletown
Rev. W. Spenserwood Green	Completed District Board, Chief Inspector of Fisheries, Department of Agriculture	Nov. 13, 1907	do.	3501	do.
A. D. Price, M.D.S.O.	Engineering Inspector, Local Government Board (Ireland)	May 13, 1907	do.	3504	23 Valentia Harbour to Waterfall
do.	do.	do.	do.	3505	24 Lifford to Turbot
T. B. Griffin, M.D.S.O.	Kilkee, County Clare	Oct. 14, 1907	Dublin	3414	do.
J. H. Baines	Ennislong, Queen's County	do.	do.	3506	25 (a) Connection with Limerick
J. Baines, C.E.	Limerick County Surveyor	do.	do.	3507-55, 3508, 3508-7	do.
do.	do.	do.	do.	3508-96, 3509	(b) Newmarket West to Ballycroy
do.	do.	do.	do.	3509, 3509-4, 3510	(c) Limerick to Ballycroy
do.	do.	do.	do.	3510	(d) Ballycroy (place to Ferry) and Lifford
do.	do.	do.	do.	3511	(e) Ballycroy to Limerick Dock
do.	do.	do.	do.	3512	(f) Killybeg, Rathfriland, and Limerick
do.	do.	do.	do.	3513	(g) Ballycroy to Newmarket
do.	do.	do.	do.	3514	(h) Limerick Dock to Ballycroy

Extension of existing lines to Co. Wick.



## LIST OF NEW RAILWAYS and Extensions of existing Lines in Ireland proposed by Witnesses—con.

Name of Witness.	Representative of	Date and Place of Examination.	Quotations.	No. on Map	Extension, &c., proposed.
L. A. Anderson	Secretary, Irish Agricultural Organisation Society	Mar. 13, 1907 London	4120	53	Sligo to Fendrum, via Dysart, Glenties, and Glenties.
Dr. H. Thompson	Omagh	Oct. 17, 1907 Dublin	3007-103, 3008-6	51	Join up Clough and Fintona
M. Lynch, J.P.	Omagh Urban District Council and Chamber of Commerce	July 3, 1907 London	2222	52	Join up Clough and Omagh
Dr. H. Thompson	Omagh	Oct. 17, 1907 Dublin	3007-103, 3008-6	50	Join up Ballymaguire and Dungannon
J. H. Todd, J.P.	Londonderry Chamber of Commerce	Mar. 14, 1907 do	1293	47	Castlederg to Fintona
W. J. Dardine	Secretary, Castlederg and Victoria Bridge Railway	Dec. 11, 1906 London	3493-54	55	Castlederg to Killybeg
Rev. T. E. F. Stock, D.D.	Dromore Bishops' Palace	Feb. 23, 1907 Dublin	3072-3 3075-56	59	Strengthen to Omagh, via Castlederg and Stranorlar
A. D. Price, M.D.S.C.E.	Engineering Inspector, Local Government Board (Ireland)	May 13, 1907 London	15113, 15115	59	Glenties and Ardara
M. McNelis, J.P.	Ardara Railway Committee	Nov. 14, 1907 do	2325-63	do	do
J. H. B. Harvey, M.D.S.C.E.	do do	do do	3446-449	do	do
Rev. W. Spotswood Green	Completed District Board, Chief Inspector of Fisheries, Department of Agriculture	Nov. 15, 1907 do	3037	61	Keshbeg (Do. Donegal)
A. D. Price, M.D.S.C.E.	Engineering Inspector, Local Government Board (Ireland)	May 13, 1907 do	15114	57	Londonderry to new Money Bay
Rev. W. Spotswood Green	Completed District Board, Chief Inspector of Fisheries, Department of Agriculture	Nov. 15, 1907 do	3035	59	Downing's Bay and Sheephorn
W. L. Minto	Minister, Local Government Board (Ireland)	Jan. 15, 1908 Dublin	3037		Londonderry to Greenough, passing round by sea coast via the old Millard, and opening a line.
A. D. Price, M.D.S.C.E.	Engineering Inspector, Local Government Board (Ireland)	May 13, 1907 London	15113, 15115-7	56	Londonderry to Marville
W. L. Minto	Minister, Local Government Board (Ireland)	Jan. 15, 1908 Dublin	3037	53	Magilligan Co. Londonderry
A. D. Price, M.D.S.C.E.	Engineering Inspector, Local Government Board (Ireland)	May 13, 1907 London	15100, 15101, 15102-71	58	Perkmore to Red Bay
W. Irvine	Ballymena House Council	Oct. 22, 1907 Dublin	3250-8 3250-9	57	Ballymena to Greenough, via Ashy Hill
do	do	do do	3250-13		Ballymena to Greenough
R. Greer	do	do do	3250-17		do
Col. R. G. Sherman Crawford, R.F.	Derry County Council	Oct. 25, 1907 do	3006	55	Newtownards to Portlough
Rev. W. Spotswood Green	Completed District Board, Chief Inspector of Fisheries, Department of Agriculture	Nov. 15, 1907 London	3036	55	Portlough (Do. Derry)
J. McGuire	Flintshire Horticultural Association	April 22, 1907 Dublin	1559	78	Flintshire to Chesham
M. Lynch, J.P.	Omagh Urban Council and Chamber of Commerce	July 3, 1907 London	2201, 2202-5		Stranorlar to Chesham, via Greenough, Bessy, Glenties, and Fintona
Dr. H. Thompson	Omagh	Oct. 17, 1907 Dublin	3007-103 3008-6	do	do
Rev. T. E. F. Stock, D.D.	Dromore Bishops' Palace	Feb. 23, 1907 do	3251-7	71	Stranorlar to Chesham, via Fintona, Greenough, and Bessy
Dr. H. Thompson	Omagh	Oct. 17, 1907 do	3007-103, 3008-6	do	do
P. McLaughlin	Omagh Board of Guardians	Oct. 25, 1907 do	3008	72	Greenough to Omagh
M. Lynch, J.P.	Omagh Urban Council and Chamber of Commerce	July 3, 1907 London	2202-31	73	Omagh to Greenough
J. H. Todd, J.P.	Londonderry Chamber of Commerce	Mar. 14, 1907 Dublin	1293, 1294, 1295-1300	51	Dromore to Chesham
P. H. Longdon	Omagh Board of Guardians	Oct. 21, 1907 do	3008-5, 3008-9		do
J. H. Todd, J.P.	Londonderry Chamber of Commerce	Mar. 14, 1907 do	1294, 1295, 1298-5	55	Londonderry to Park and Dromore



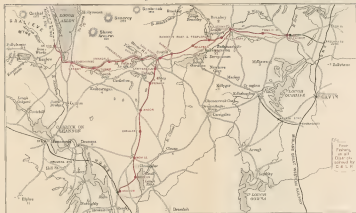




# VICE-REGAL COMMISSION ON IRISH RAILWAYS INCLUDING LIGHT RAILWAYS

## SKETCH MAP OF THE CAVAN & LEITRIM RAILWAY AND THE "LAND OF LAKES"

Drawn in by Mr. W. H. MASON Traffic Manager of the Great & Eastern Ry.  
Drawing file maintained on in W.P. Dept 1900



— C. & L. R.  
— Other Ry.  
— Railways Authorised  
— Main Roads

Figures in Red under names of Towns  
denotes distance in miles from nearest  
C. & L. R. Station

Scale 1:50,000 (approx.)

